CALIFORNIA HIGH-SPEED TRAIN

Project Environmental Impact Report / Environmental Impact Statement

DRAFT

Scoping Report

for the

San Francisco to San Jose High-Speed Train Project-Level EIR/EIS

August 2009

Prepared for:

California High-Speed Rail Authority

FLYCALIFORNIA
Without ever leaving the ground.

U.S. Department of Transportation
Federal Railroad Administration

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Prepared for:

California High-Speed Rail Authority
and
U.S. Department of Transportation
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SUMMARY

In August 2005, the California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) completed a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) as the first-phase of a tiered environmental review process for the proposed California High-Speed Train (HST) system. The Authority and the FRA completed a second program EIR/EIS in July 2008 to identify a preferred alignment for the Bay Area to Central Valley section of the HST system. As part of the HST Alternative selected for further analysis, the Authority and FRA defined a corridor between San Francisco and San Jose along the San Francisco Peninsula connecting to a corridor through the Pacheco Pass via Henry Miller road, between San Jose and the Central Valley. The San Francisco to San Jose HST Project EIR/EIS will describe site-specific alignment alternatives and station locations along the Caltrain right-of-way for the section between San Francisco and San Jose (see Figures 1A and 1B).

The Authority encourages broad participation during EIR/EIS scoping and review of the draft environmental documents. Comments and suggestions are invited from all interested agencies and the public to insure the full range of issues related to the proposed action are addressed, including all reasonable alternatives. In particular, the Authority is interested in determining where there are areas of environmental sensitivity and where there could be a potential for significant impacts from the HST project.

Pre-scoping public outreach activities were initiated in December 2008, including the development of project information materials, establishment of a project information telephone line, early engagement with interested parties, and media communications. On December 22, 2008, a Notice of Preparation (NOP) announcing the preparation of the EIR was distributed to the State Clearinghouse; elected officials (federal, regional, local), and federal, state, and local agencies, including and planning and community development directors (in San Francisco, San Mateo and Santa Clara counties). A Notice of Intent (NOI) announcing the preparation of the EIS was published in the Federal Register on December 29, 2008. A revised NOP was transmitted to the State of California, Governor's Office of Planning and Research (Sate Clearinghouse and Planning Unit) on January 8, 2009 to clarify that the end of the comment period was March 6, 2009.

On February 17, 2009 the Authority extended the comment period to April 6, 2009 (an additional 30 days), based on a request from the City of Palo Alto, CA.

In response to the NOP/NOI, public agencies with jurisdiction over aspects of the proposed project or resources that could be affected by the project were requested to advise the Authority and the FRA of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public scoping meetings were scheduled as an important component of the scoping process for both the State and federal environmental review.

During the scoping period, three public scoping meetings were held between January 22 and January 29, 2009, with a total of 382 people attending the three meetings. In addition, a number of briefings and project information meetings were held. As a result, the Authority and FRA received a total of 956 communications in the form of comment letters, comment cards, emails, and oral testimony at the meetings. Collectively, these communications represent thousands of individual comments, suggestions, and ideas about the proposed project and the environmental document. Major issues identified as a result of scoping are listed below.

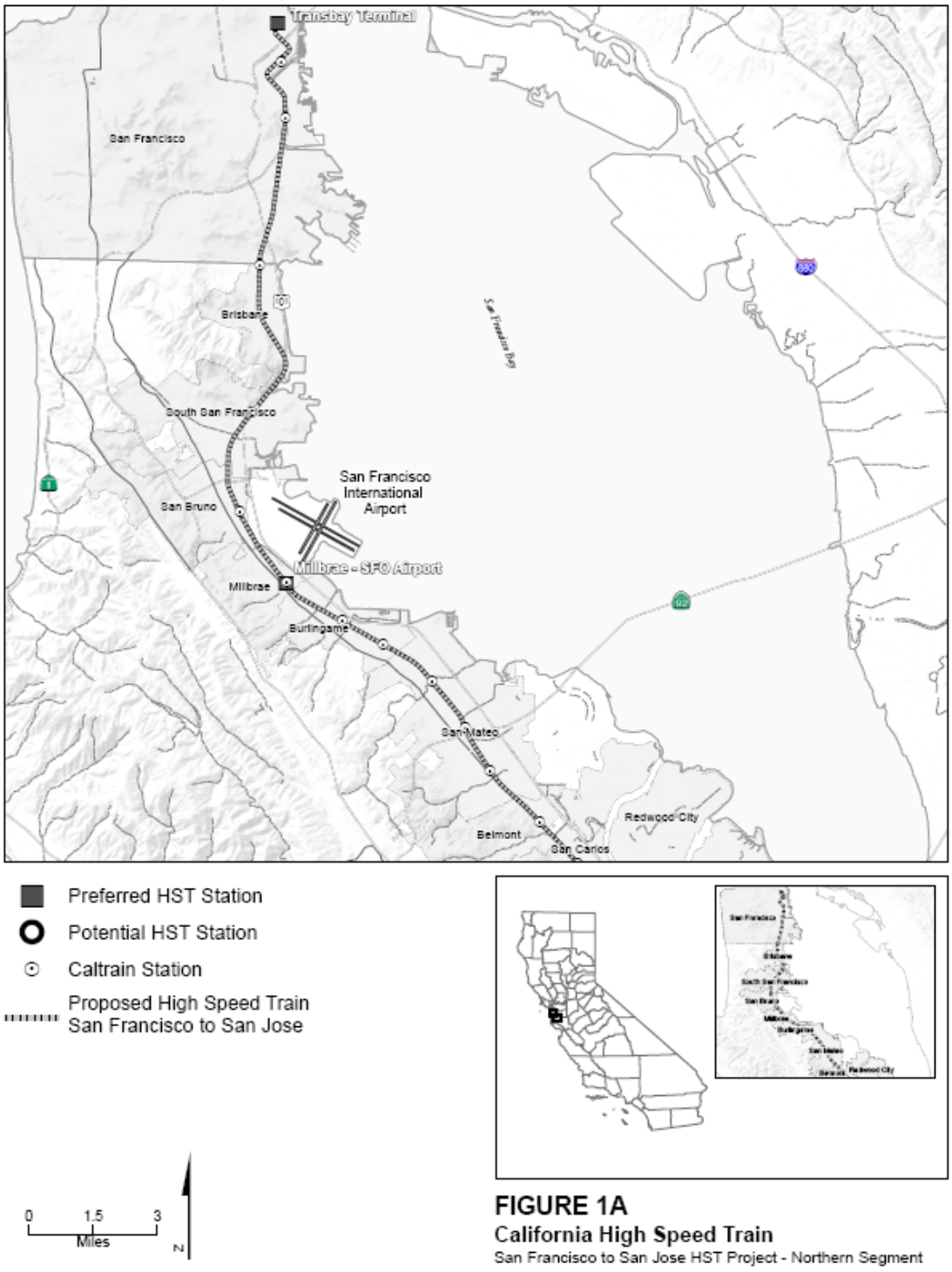

FIGURE 1A: STUDY AREA – NORTHERN SEGMENT

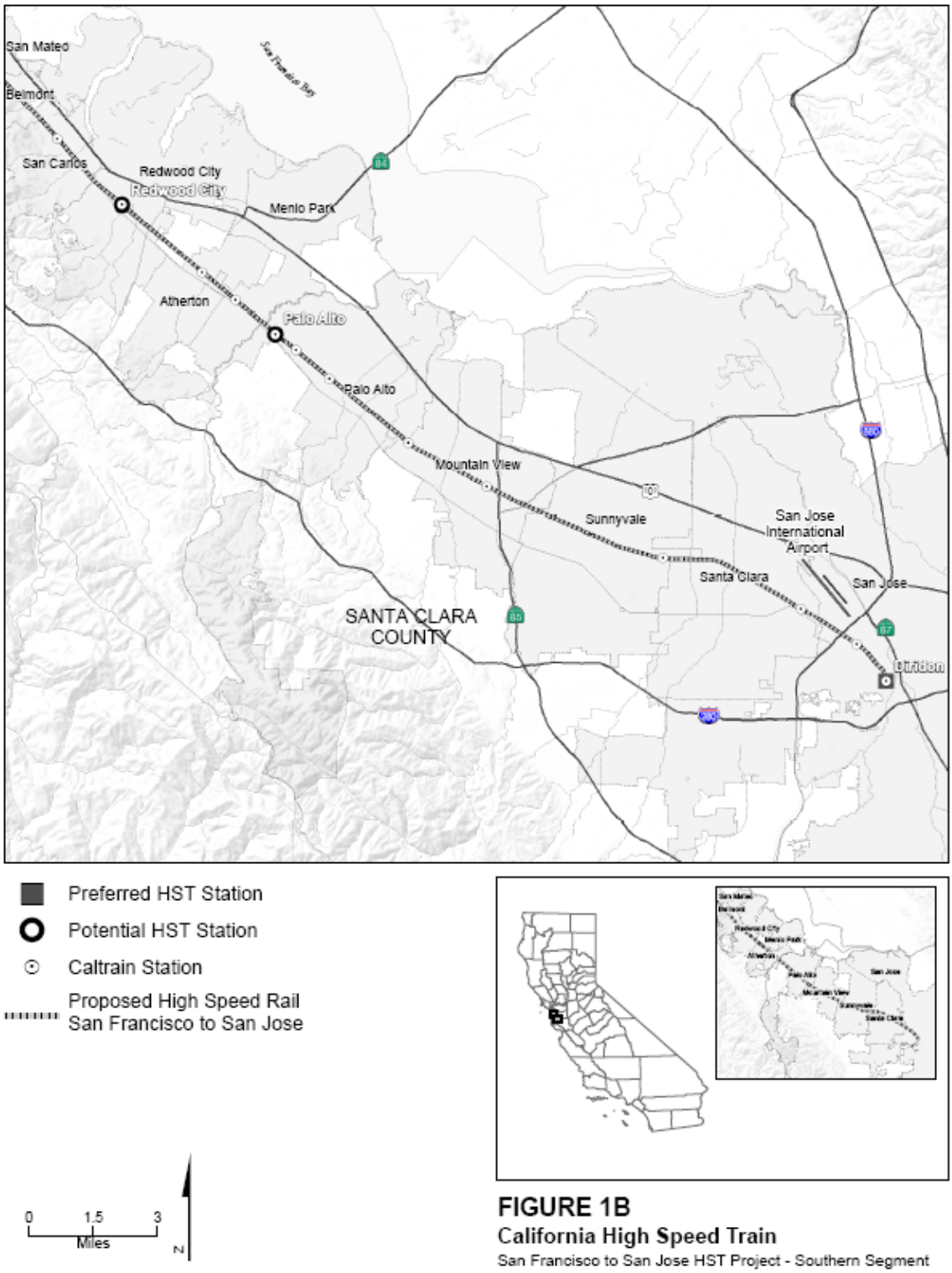

FIGURE 1B: STUDY AREA – SOUTHERN SEGMENT

MAJOR ISSUES

Topic 1: Protection of the Environment
Major Issues Raised: Comprehensively evaluate the effects of HST construction and operation on all aspects of the physical and socioeconomic environment, with particular emphasis on land acquisition, displacement, and property values; community character and quality of life, noise and vibration, air quality and climate change, safety and security, biological resources, historical and cultural resources, and transportation.

Topic 2: Alignment and Station Alternatives
Major Issues Raised: Consider a full range of alternatives, including alternatives that do not follow the proposed Caltrain right-of-way; vertical alignments, including tunnel, trench, at-grade, and aerial configurations with an emphasis on investigating underground alignments through residential areas; and station locations and design.

Topic 3: Connectivity and Coordination with Other Transportation Facilities
Major Issues Raised: Design the HST system to integrate with the existing airports and transit systems, particularly the proposed electrification of the Caltrain service, station improvements, and grade separations; coordinate installation of HST service with existing freight operations within the same right-of-way; coordinate station planning with local communities and sensitivity to existing transit stations, including the San Francisco Transbay Transit Center, the Millbrae BART/Caltrain intermodal station, and the San Jose Diridon Station.

Topic 4: Alternative Technologies
Major Issues Raised: Consider halting the HST in San Jose and having passengers transfer to the existing Caltrain express trains, which are proposed to be electrified, or rely on other existing transit systems, including buses and BART.

Topic 5: Project Funding/Cost
Major Issues Raised: Present the full costs of constructing and operating the project, including the burden on taxpayers or local municipalities; describe the costs related to social impacts, reduced property values, and land acquisition; if alignment is underground, consider opportunity to sell air rights above the right-of-way.

Topic 6: Land Use and Property Acquisition
Major Issues Raised: Report the extent of land acquisition and the Authority's policy on use of eminent domain; describe how property owners would be compensated; estimate the fiscal effects from loss of property tax revenues; present the anticipated reduction in property values.

Topic 7: Public Outreach
Major Issues Raised: Improve the method, quality, and frequency of communications with the public; seek and allow for public input on the EIR/EIS process and the development of alternatives; promote and implement a transparent decision-making process with ample public involvement.

Topic 8: Support for the Project
Major Issues Raised: Some individuals considered construction of a HST system long overdue; some agencies and organizations supported the general concept of HSTs; some organizations and individuals supported specific aspects of the project, including undergrounding of tracks in residential neighborhoods or through historic downtown areas.

Topic 9: Opposition to the Project
Major Issues Raised: Some organizations and individuals opposed the general concept of HSTs; some organizations and individuals opposed the HST alignment along the Peninsula; some organizations and individuals opposed the HST on the basis that the cost would outweigh the benefits.

Topic 10: Project Description
Major Issues Raised: Accommodate bicycles and freight on the HST; investigate and coordinate construction phasing, especially with right-of-way being used for passenger and freight service; explore opportunities to operate two tracks in the right-of-way, rather than the four tracks proposed; discuss Union Pacific Railroad's position on use of the right-of-way; fix errors in maps and text; use understandable terminology.

1.0 INTRODUCTION

This report provides an overview of the written and formally documented verbal comments (in the form of transcriptions) received during the scoping process for the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the section of the California High-Speed Train (HST) system between San Francisco and San Jose. The purpose of this report is to summarize agency and public comments, issues, and concerns identified during the scoping process. The report will be used to help the California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) to determine the appropriate scope for the EIR/EIS.

1.1 DESCRIPTION OF PROJECT

The Program EIR/EIS defined a corridor between San Francisco and San Jose along the San Francisco Peninsula, and through the Pacheco Pass via Henry Miller road, between San Jose and the Central Valley. The San Francisco to San Jose HST Project EIR/EIS will describe environmental impacts associated with alternative alignments and preferred/potential stations within this corridor as part of the next phase of the environmental review process.

This and other project EIR/EISs will address sections of the statewide HST system, describe site-specific environmental impacts, identify specific mitigation measures to address those impacts, and incorporate design practices to avoid and minimize potential adverse environmental impacts.

1.2 SAN FRANCISCO TO SAN JOSE SECTION ALTERNATIVES

As described in the NOI/NOP, the San Francisco to San Jose HST Project EIR/EIS will consider a No Action or No Project Alternative and a HST Alternative for the San Francisco to San Jose corridor. These alternatives are briefly described below.

No Action Alternative
The No Action Alternative (No Project or No Build) represents the conditions in the corridor as it existed in 2007, and as it would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2035, taking into account the following sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, intercity passenger rail plans, city and county plans.

HST Alternatives
The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, about 800 miles long, capable of operating speeds of 220 miles per hour (mph) on mostly dedicated, fully graded-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The San Francisco to San Jose HST corridor selected by the Authority and FRA follows the Caltrain right-of-way from San Francisco to San Jose. The HST would operate in this area at speeds no greater than 125 mph and would share tracks with Caltrain express commuter trains. Further engineering studies to be undertaken as part of this EIR/EIS process will examine and refine alignments in the Caltrain right-of-way. The entire alignment would be grade separated.

The preferred station in the City of San Francisco is the Transbay Transit Center; in the City of Millbrae, the existing Millbrae BART/Caltrain Station; and in the City of San Jose, the Intermodal Diridon Station. These locations were selected by the Authority and FRA through the Bay Area to Central Valley HST Final Program EIR/EIS considering the project purpose and need, and the program objectives. Potential station locations in the City of Redwood City at the existing Caltrain Station near downtown or in the City of Palo Alto at the existing Caltrain Station near downtown will also be evaluated in this project EIR/EIS.

Alternative station sites at or near the selected station locations may be identified and evaluated in this Project EIR/EIS.

In addition to alignment and station options, the EIR/EIS will evaluate different techniques for accomplishing the roadway grade separations needed to ensure public safety. These techniques include (1) depressing the street to pass under the rail line; (2) elevating the street to pass over the rail line; and (3) leaving the street as-is and constructing rail line improvements to pass over or under the local street. In addition, alternative sites for right-of-way maintenance, train storage facilities and a train service and inspection facility will be evaluated in the San Francisco to San Jose HST project area.

1.3 PROCESS OF SCOPING

"Scoping" is one of the first steps in the environmental review process that assists with determining the focus and content of an EIR/EIS. Scoping is also intended to inform and educate the public and public agencies about the project, the potential range of actions, alternatives, environmental effects, the overall schedule for the environmental review process, mitigation measures to be analyzed in the EIR/EIS, and is a means of providing input to the Authority and the FRA.

Scoping also provides opportunities for the public, affected agencies, and other interested parties to express their concerns about the project. Scoping is not conducted to resolve differences concerning the merits of a project or to anticipate the ultimate decision on a proposal. The intent of the scoping process is to involve the agencies and the public in defining the major issues to be analyzed in the EIR/EIS.

The objectives of the San Francisco to San Jose HST Project EIR/EIS scoping process include:

- Informing the agencies and interested members of the public about the proposed San Francisco to San Jose HST project, including NEPA and CEQA requirements.
- Identifying concerns and issues regarding environmental topics.
- Identifying concerns and issues regarding alignments and preferred/potential station locations in the San Francisco to San Jose corridor to be analyzed in the Project EIR/EIS.
- Identifying mitigation measures or approaches to avoid or minimize impacts; these measures and approaches may be examined further in the Project EIR/EIS.
- Informing and engaging public, agency and other interested parties in communities along the San Francisco to San Jose corridor.
- Developing a mailing list to provide interested parties an opportunity to review the Project EIR/EIS.

Details related to the scoping process and the input gathered during the scoping period are documented in this report.

Scoping is a specific activity within the Project EIR/EIS process, but public involvement activities continue throughout the entire Project EIR/EIS process. These activities encourage ongoing input and the recognition of public and agency issues and concerns related to the Project EIR/EIS throughout the environmental analysis process.

During the scoping process, agencies and interested members of the public presented questions and identified concerns related to the San Francisco to San Jose HST project section. Comments provided during the scoping process will assist the Authority and FRA in their review and evaluation of alternatives.

1.4 NOTIFICATION OF EIS/EIR SCOPING

In December 2008, the Authority issued a Notice of Preparation (NOP) and the Federal Railroad Administration issued a Notice of Intent (NOI) for a Project EIR/EIS for the San Francisco to San Jose section of the HST system (the NOP is included in Appendix A and the NOI in Appendix B). Recipients included the State Clearinghouse, elected officials, agencies and planning/community development directors (along the project corridor and in Sacramento). Publication of the NOP/NOI initiated the state environmental review process under the California Environmental Quality Act (CEQA) and the federal environmental review process under the National Environmental Policy Act (NEPA), respectively. The NOP and NOI described the purpose and need of the project, the project limits, alternatives for consideration, noted the importance of agency input, highlighted potential environmental impacts, and identified a key contact person for additional information regarding the project, as well as the dates and locations of the scoping meetings. The documents also indicated the end of the public comment period for the San Francisco to San Jose HST EIR/EIS as March 6, 2009. On February 2009, the City of Palo Alto requested an extension of the comment period. Based on this request, extensive community interest in the project and the interest also expressed by other Peninsula cities, the Authority extended the comment period an additional 30 days, making the new close of comment period April 6, 2009.

1.5 SCOPING ACTIVITIES

The scoping meetings for the San Francisco to San Jose HST Project EIR/EIS were conducted in January 2009. There were three noticed agency and public scoping meetings held in the San Francisco to San Jose project corridor (Table 1A, page 4). The scoping meetings drew over 382 participants (Table 1B, page 4). The geographical extent and complexity of the proposed HST project led to scoping meetings being held in each of the three counties comprising the project corridor—San Francisco, San Mateo and Santa Clara. At each meeting location, two sessions were held, the first from 3:00 to 5:00 p.m. and the second from 6:00 to 8:00 p.m. Each session included an open house followed by a presentation.

Materials provided during the scoping meetings included exhibits and handouts distributed at the meetings and specific documents (noted below) distributed through the Authority's website (www.cahighspeedrail.ca.gov). A full list of scoping related documents are included in the report's Appendices A through T (see the list on Page ii).

These materials included the following:

- Scoping Meeting Handout Materials: agenda/meeting guide, fact sheet, comment sheets – posted to Authority website (Appendix G)
- PowerPoint Presentation – posted on Authority website (Appendix G)
- Scoping Meeting Announcement – posted to Authority website (Appendix C)
- Program EIR/EIS for the proposed high-speed train project (Volumes 1, Volume II Response to comments, Volume III Appendices, 3.4 Noise and Vibration and 3.9 Aesthetics and Visual Resources Vibration (website)
- 14 Display Boards (Appendix N)
- Media Advisory - posted to Authority website (Appendix E)

Table 1A: Scoping Meeting Dates, Locations and Times

Date	City	Location/Address	Meeting Times
1/22/2009	San Carlos	SamTrans Auditorium 1250 San Carlos Avenue San Carlos, CA	3:00-8:00 p.m.
1/27/2009	San Francisco	San Francisco State University 835 Market Street, 6th Floor, Rooms 637 & 674 San Francisco, CA	3:00-8:00 p.m.
1/29/2009	Santa Clara	Santa Clara Convention Center 5001 Great America Parkway, Great America Meeting Rooms 1&2 Santa Clara	3:00-8:00 p.m.

Table 1B: Scoping Meeting Attendees – San Francisco to San Jose Section

Meeting Location County	Federal	State	Local	Organization	Individual	Total
San Francisco	0	1	6	18	40	65
San Mateo	2	1	64	23	76	166
Santa Clara	0	3	23	23	102	151
Total	2	5	93	64	218	382

As attendees registered at the meetings, they were provided with an information package which included an agenda/meeting guide, fact sheet and comment sheet. Registration table staff provided directions on the meeting format to orient attendees, and asked that they remember to document comments on the forms provided. A court reporter was also available at each meeting to officially document verbal testimony provided by interested attendees (Appendix L).

The meetings began with a one-hour open house session, where Authority, staff and consultants were available to respond to questions and discuss informational materials being distributed or shown on display boards around the room. The displays covered pertinent topics such as environmental issues, engineering plan drawings, system maps, aerial maps of project corridor cities, and how to comment during scoping. Following the open house portion of the meeting, power point presentations (two, 30-minute presentations at each meeting) were provided to attendees. The Authority staff and Regional Team representatives welcomed attendees, presented an overview of the project, and responded to questions posed by meeting participants.

Written and officially documented verbal comments (transcribed by a court reporter) are included and summarized in this report (see Section 3.4). Written comments which were provided by mail and e-mail are also included. A total of 956 communications in the form of comment letters, comment cards, emails, and oral testimony were received during the scoping comment period. This included:

- 58 commenters have provided written comments during the three scoping meetings,

- 195 comment letters were mailed or faxed,
- 665 commenters have provided written comments in e-mails,
- 17 speakers provided oral testimony to a court reporter present at the meetings, and
- 21 commenters have provided comments at project information meetings held in Millbrae, Palo Alto and Redwood City.

Copies of the comment cards, letters, verbal comments and e-mails are provided in Appendix I (public comments), Appendix J (agency comments), Appendix K (organization comments) and Appendix L (verbal comments).

2.0 PUBLIC AND AGENCY INVOLVEMENT DURING SCOPING PERIOD

2.1 SUMMARY OF SCOPING ACTIVITIES

Notice of scoping meetings was mailed to a comprehensive list of various federal, state and local agencies, elected officials, community members, businesses, environmental leaders/organizations and other interested parties between January and March 2009. There were three noticed agency and public scoping meetings, held in San Francisco, San Mateo and Santa Clara counties. Scoping activities included public outreach measures (i.e., project information line, dedicated geographically specific website information), the identification of key concerns, development of key messages to address issues, media outreach activities, and proactive information sharing efforts as described below:

- 16,459 public meeting notices were sent to property owners adjacent to the Caltrain ROW and to property owners within a 500-foot radius of the proposed stations.
- 809 informational mailings (including NOP packages) about the scoping meetings were distributed to local, state and federal elected officials, planning directors, community development directors, business leaders; community residents, community-based organizations, environmental groups, labor organizations, transportation advocacy groups, home owners associations, and other interested parties.
- The email-only version of the public meeting notice was sent to 89 individuals, based on past meeting attendance and other requests for information.
- Display and legal ads were placed in 12 major market/daily, community and ethnic papers within the project corridor publicizing the upcoming scoping meetings. These papers included the San Francisco Chronicle (display/legal ads), San Francisco Bayview, Sing Tao Daily, San Mateo County Times (display/legal ads), San Jose Mercury News (display/legal ads), Palo Alto Daily News, Redwood City News, San Mateo Daily News, Burlingame News, Rose Garden Resident, Sunnyvale Sun, and El Observador.
- Media advisories were distributed to 79 local television, radio and newspapers regarding the planned scoping meetings.
- Press kits were prepared for and distributed to media representatives attending each scoping meeting (which included meeting materials, project fact sheets, and media advisory).
- Planning Directors/Community Development Directors were asked to place additional copies of the notice in high-traffic public locations to inform citizens about upcoming scoping meetings.
- Information was also provided on the Authority's website at: www.cahighspeedrail.gov.

2.2 SUMMARY OF NOTICED SCOPING MEETINGS

As shown in Table 1A (page 4), the three scoping meetings were designed to provide the public and public agencies with the opportunity to receive project information, provide access to key project staff to facilitate interactive dialogue, and respond to inquiries.

A number of overall themes related to HST were raised at the public scoping meetings. The themes are reflected in the topics listed in Section 3.0 of this report and, although emphasis on each topic varied, the topics generally were consistent from meeting to meeting, with the exception of geographic-specific details related to individual communities (neighborhoods, intersections, buildings, physical features). Key EIR/EIS themes addressed at the scoping meetings ranged from analyzing potential environmental effects of a project to examining project alternatives that could mitigate those effects. Analysis of alternatives to the proposed project was prominently requested including improvements to Caltrain, buses, and BART as an alternative to HST; consideration of all alignment alternatives at an equal level of detail, including alternative routes not through San Francisco Peninsula (Altamont Pass, I-280, U.S.-101 etc.) and tunnel, trench, at-grade, elevated, and combination configurations; and underground configurations through a majority of the Peninsula, particularly residential areas. Property acquisition,

reduction in property values, eminent domain, takings, community impacts from elevated structures including the introduction of physical barriers, the division of communities, and the loss of quality of life were the next most common themes. Concerns for all potential impacts to the environment formed the third overall theme of environmental protection.

2.3 BRIEFINGS TO INTERESTED PARTIES

Briefings with city officials, community based organizations, business groups, local agencies, labor organizations and environmental groups were conducted prior to the initiation of scoping activities.

This setting provided early opportunities to provide information about the project, to meet with project managers and team staff, to share concerns and to be better prepared to participate in the environmental review process.

Below is a list of briefings that occurred during the pre-scoping phase of the project:

12/17/2008	Belmont/San Carlos/Redwood City and County of San Mateo (combined meeting)
12/18/2008	City of San Jose
1/7/2009	Menlo Park/Atherton (combined meeting)
1/9/2009	South San Francisco, San Bruno, Brisbane (combined meeting)
1/12/2009	City of Santa Clara
1/12/2009	Delmas Park Neighborhood Action Committee (San Jose)
1/13/2009	Silicon Valley Leadership Group
1/13/2009	Sierra Club Loma Prieta Chapter
1/13/2009	San Mateo Building Trades Council, SAMCEDA (combined meeting)
1/14/2009	San Francisco Labor Council, San Francisco Building Trades Council (combined meeting)
1/14/2009	Southeast Community Facility Commission, Bayview Hunters Point Land Use and Transportation Committee - Project Area Committee (combined meeting)
1/14/2009	City of Sunnyvale
1/16/2009	San Jose Chamber, San Jose Downtown Association, San Jose Convention and Visitors Bureau (combined meeting)
1/16/2009	City of Palo Alto

2.4 SUMMARY OF OTHER PUBLIC INVOLVEMENT ACTIVITIES

Project Information Meetings

In addition to the three county-specific scoping meetings held in January 2009, there were three project information meetings held in the preferred and potential station cities of Millbrae, Redwood City and Palo Alto between February and March 2009. These meetings provided additional outreach, and opportunities to discuss concerns and focus on the three cities/communities identified for preferred and potential stations (dates, times and locations of meetings is shown in Table 2A).

Table 2A: Project Information Meetings, Dates, Locations and Times

Date	Location/Address	Meeting Time
2/25/2009	Chetcuti Community Room 450 Poplar Avenue Millbrae, CA	7:00 – 9:00 p.m.
2/26/2009	Mitchell Park Community Center (Main Hall) 3800 Middlefield Road Palo Alto, CA	7:00 – 9:00 p.m.
3/4/2009	Veteran's Memorial Senior Center (Redwood Room) 1455 Madison Avenue Redwood City, CA	7:00 – 9:00 p.m.

These meetings were noticed (Appendix O) and targeted Bay Area media received an advisory (Appendix S). This section describes key issues and concerns raised during the San Francisco to San Jose High-Speed Train (HST) project level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) project information meetings conducted in winter 2009. There were various concerns brought forth during these meetings related to the environmental process, such as alternatives, ridership, air quality, biological resources and wetlands, growth, and cumulative impacts. Appendix H-2, the Scoping Comment Source Index notes which agencies, organizations and individuals provided comments at scoping and project information meetings. Appendix H (H-3), Summary of Scoping Comments by Recognition Term (Content Index), lists the ten general topics, identifies the specific issues raised by commenters (the recognition terms), and provides an index of which communication contained comments on each issue.

Table 2B (below) notes the attendance at the Millbrae, Palo Alto and Millbrae meetings. Detailed attendance information for all three meetings can be found in Appendix Q.

Table 2B: Project Information Meetings /Attendees

		Millbrae 2/26	Palo Alto 2/27	Redwood City 3/4	Total
Federal	Elected	0	0	0	0
	Agency	0	0	0	0
State	Elected	0	1	0	1
	Agency	0	2	0	2
Regional/ Local	Elected	2	3	4	9
	Agency	5	0	8	13
Organization		6	21	7	35
Individual		16	195	80	291
Total		29	223	99	351

3.0 SCOPING SUMMARY OF ISSUES

3.1 SUMMARY OF WRITTEN PUBLIC SCOPING COMMENTS

Nine hundred fifty five letters, written comments cards, faxes, emails, and oral testimonies were received during the scoping period. Following a review of the individual comments, suggestions, ideas, and recommendations contained in these different communications, they were organized into ten general topics, or subject areas, in order to summarize the issues and concerns raised during the scoping period. These general topics include:

- Protection of the Environment – encompassing comments concerned with facets of the physical and socioeconomic environments
- Alignment and Station Alternatives – encompassing comments that suggest variations to the HST route, vertical profile, or station locations
- Connectivity and Coordination with Other Transportation Facilities – encompassing comments that address connections to transit systems, airports, and existing or proposed intermodal facilities
- Alternative Technologies – encompassing comments that suggest consideration of methods of providing high speed, intercity travel service
- Project Funding/Cost – encompassing comments that concern the project costs and the means to pay for the capital and operating costs of the system
- Land Use and Property Acquisition – encompassing comments that address land valuations, land acquisition, and compensation to property owners whose land may be acquired or whose residence or business may be relocated
- Public Outreach – encompassing comments primarily on the need for adequate notification and maintaining a high level of public involvement
- Support for the Project – encompassing comments that generally favor the proposed HST project
- Opposition to the Project – encompassiing comments that generally are unfavorable to the proposed HST project
- Project Description – encompassing comments concerning the planning, design, and operations of the proposed HST project

In order to better capture the gist of the comments received, most of these broad topics were further refined into subtopics. For example, comments that were classified as "Protection of the Environment" were further delineated into comments on aesthetics, air pollution, cultural resources, wetlands, community character, hazards, etc. A summary of the major issues from each general topic is provided below.

Topic 1: Protection of the Environment
Major Issues Raised: Evaluate the effects of construction and operation of the HSTs comprehensively on all aspects of the physical and socioeconomic environment, with particular emphasis on land acquisition, displacement, and property values; community character and quality of life, noise and vibration, air quality and climate change, safety and security, biological resources, historical and cultural resources, and transportation.

Topic 2: Alignment and Station Alternatives
Major Issues Raised: Consider a full range of alternatives, including alternatives that do not follow the proposed Caltrain right-of-way; vertical alignments, including tunnel, trench, at-grade, and aerial configurations with an emphasis on investigating underground alignments through residential areas; and station locations and design.

Topic 3: Connectivity and Coordination with Other Transportation Facilities
Major Issues Raised: Design the HST system to integrate with the existing airports and transit systems, particularly the proposed electrification of the Caltrain service, station improvements, and grade separations; coordinate installation of HST service with existing freight operations within the same right-of-way; coordinate station planning with local communities and sensitivity to existing transit stations, including the San Francisco Transbay Transit Center, the Millbrae BART/Caltrain intermodal station, and the San Jose Diridon Station.

Topic 4: Alternative Technologies
Major Issues Raised: Consider halting the HST in San Jose and having passengers transfer to the existing Caltrain express trains, which are proposed to be electrified, or rely on other existing transit systems, including buses and BART.

Topic 5: Project Funding/Cost
Major Issues Raised: Present the full costs of constructing and operating the project, including the burden on taxpayers or local municipalities; describe the costs related to social impacts, reduced property values, and land acquisition; if alignment is underground, consider opportunity to sell air rights above the right-of-way.

Topic 6: Land Use and Property Acquisition
Major Issues Raised: Report the extent of land acquisition and the Authority's policy on use of eminent domain; describe how property owners would be compensated; estimate the fiscal effects from loss of property tax revenues; present the anticipated reduction in property values.

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Major Issues Raised: Improve the method, quality, and frequency of communications with the public; seek and allow for public input on the EIR/EIS process and the development of alternatives; promote and implement a transparent decision-making process with ample public involvement.

Topic 8: Support for the Project
Major Issues Raised: Some individuals considered construction of a HST system long overdue; some agencies and organizations supported the general concept of HSTs; some organizations and individuals supported specific aspects of the project, including undergrounding of tracks in residential neighborhoods or through historic downtown areas.

Topic 9: Opposition to the Project
Major Issues Raised: Some organizations and individuals opposed the general concept of HSTs; some organizations and individuals opposed the HST alignment along the Peninsula; some organizations and individuals opposed the HST on the basis that the cost would outweigh the benefits.

Topic 10: Project Description
Major Issues Raised: Accommodate bicycles and freight on the HST; investigate and coordinate construction phasing, especially with right-of-way being used for passenger and freight service; explore opportunities to operate two tracks in the right-of-way, rather than the four tracks proposed; discuss Union Pacific Railroad's position on use of the right-of-way; fix errors in maps and text; use understandable terminology.

In addition to highlighting the content of the comments (as described by the ten general topics above), it is useful to understand if there are different concerns or issues that are specific to a particular entity; that is, public agencies, organizations, or individuals. Accordingly, the following sections summarize scoping comments based on the source of the comments.

3.2 SUMMARY OF WRITTEN PUBLIC SCOPING COMMENTS FROM PUBLIC AGENCIES

Written scoping comments were received from federal, state, and local governmental agencies. Table 3.1.1 identifies the 44 letters, emails, and other forms of written correspondence received from public agencies, summarizes their comment, and indicates in which section of the EIR/EIS those comments would likely be addressed. The communication received from each agency is reproduced in Appendix J.

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
FEDERAL		
United States Environmental Protection Agency April 6, 2009	▪ Support – in general, supports HST that would reduce vehicle miles traveled and related impacts.	N/A
	▪ Process – participated in the Phase I EIR/EIS process and looks forward to working on the Phase II (project-level) documentation. ▪ Participation – implement methods to incorporate effective public participation in the NEPA process early.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Mitigation – follow through with the mitigation commitments made in the statewide Tier 1 Programmatic EIS. ▪ Mitigation – identify parties responsible for implementation of mitigation measures.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Programmatic level EIR – adhere to agreements/recommendations from Tier 1 Programmatic EIS, primarily with respect to mitigation measures.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Agency coordination – incorporate into the HST development the Regional Rail Plan for the Bay Area by the Metropolitan Transportation Commission, BART, Caltrain, and other agencies to ensure that the various agencies are not duplicating efforts. As such, coordination should: - identify specific design features of HST that are proposed to "link up" with other existing systems and transit proposals in the region - Clarify whether the Caltrain Electrification Program was designed to accommodate HST requirements.	3.1- Transportation 3.5 - Public Utilities and Energy 2.0 - Alternatives
	▪ Design – because the project is proposed along the Caltrain corridor, describe the specific modifications to the existing rail network and crossings required to be compatible with the HST system.	2.0 - Alternatives
	▪ Parking – consider multi-level parking structures rather than large, expansive parking lots.	2.0 - Alternatives
	▪ Station design and locations – identify expected land use changes and impacts (direct and indirect) at station locations including the need for station upgrades, construction of parking, and additional infrastructure.	2.0 - Alternatives 3.15 - Aesthetics and Visual Quality 3.12 - Local Growth, Station Planning, and Land Use
	▪ Traffic & circulation – supports project elements that reduce VMT. HST should: - Minimize the amount of parking available, coordinate with other transit providers, and make pedestrian and bicycle friendly to encourage use of non-vehicle alternatives to reach station - Support high density and mixed uses in station areas.	2.0 - Alternatives 3.1 - Transportation 3.12 - Local Growth, Station Planning, and Land Use
	▪ Noise and vibration (human) – analyze impacts due to noise and vibration. ▪ Noise and vibration (wildlife) – analyze impacts due to noise and vibration on wildlife (nocturnal and diurnal).	3.3 - Noise and Vibration 3.6 - Biological Resources and Wetlands

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
United States Environmental Protection Agency April 6, 2009 (continued)	▪ Energy – Recognize that HST will increase use of electricity, while decreasing use of diesel fuel and gasoline; identify all energy facilities in operation or design pipeline in 2008 and determine whether their supply will be sufficient to meet the proposed demand. Include, at a minimum, the following projects that will increase electricity demand: - BART extension to Warm Springs, San Jose, and Santa Clara - Extension of light rail in San Jose - Dumbarton Rail Corridor.	3.5 - Public Utilities & Energy
	▪ Air Quality – provide detailed analysis of air quality impacts for each alternative, during both construction and operation. ▪ Air Quality – use most current EPA-approved model to estimate emissions. ▪ Air Quality – identify all potential hotspot impacts including parking lot, idling buses, and road modifications. ▪ Air Quality – work with BAAQMD, Caltrans and MTC to ensure that AQ analysis is consistent with the applicable AQMP and RTP. Also, may need general conformity determination by FRA. ▪ Air Quality –identify/commit to specific requirements to reduce emissions, including those put forth by BAAQMD; incorporate measures identified by EPA to reduce air quality emissions, including $PM_{2.5}$ (see body of comment). ▪ Greenhouse gases – provide detailed analysis including specific mitigation measures that will help show how HST could have benefit on greenhouse gases (GHG); consider use of detailed EPA methodology if necessary for GHG analysis. ▪ Health Risks – identify health risks associated with vehicle emissions and sensitive receptors.	3.2 - Air Quality
	▪ Tunnel – discuss methodology of tunneling including equipment mobilization and staging. ▪ Tunnel – quantify impacts during construction (material removed per mile, storage of removed material, access and transport, etc) and operation (stream flows, habitat, groundwater recharge, etc.).	2.0 - Alternatives 3.0- Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Cumulative analysis – identify the present effect of past actions on a resource to determine the baseline condition and therefore determine future conditions. ▪ Cumulative analysis – consider transportation and non-transportation projects. ▪ Cumulative analysis – use Caltrans recently published cumulative impact guidance.	3.17- Cumulative Impacts
	▪ Growth inducing analysis – identify land use model to be used; assumptions, strengths and weaknesses of model. Have model verified by local land use experts. ▪ Growth inducing analysis – use information identified by model (above) to inform station design and location. ▪ Growth inducing analysis – use FHWA and Caltrans recently published growth-related impacts guidance.	3.12 - Local Growth, Station Planning, and Land Use

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
United States Environmental Protection Agency April 6, 2009 (continued)	▪ Environmental justice – analyze impacts to the mobility of low-income or minority populations. ▪ Environmental justice – include opportunities for public input to promote context sensitive design.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Water resources – incorporate commitments and mitigation measures identified in the Water Resources section of the Tier 1 Programmatic Level EIR. ▪ Water resources – identify all protected water resources (local, state and federal). ▪ Water resources – identify impacts to waters of the US and document steps taken to reduce impacts. ▪ Water resources – identify impacts to all water resources and document steps taken to reduce impacts; delineate quantified benefits of the steps taken to avoid impacts.	3.7 - Hydrology and Water Resources
	▪ Wildlife – incorporate the California Missing Linkages Report and identify impacts to continued wildlife movements. ▪ Wildlife – incorporate the statewide California Wildlife Action Plan (CWAP) provided by the CDFG; identify impacts to these species. ▪ Wildlife – coordinate and bring together local biological experts to explore specific locations and design features for wildlife crossings, taking into consideration fencing requirements of the HST; once corridors are delineated, identify them as "connectivity zones." ▪ Biological resources – coordinate replacement of trees and vegetation with city and county requirements; comply with planting of native species per Executive Order 13112.	3.6 - Biological Resources and Wetlands
US Department of Homeland Security United States Coast Guard December 29, 2008	▪ Coordination with Coast Guard – obtain approval and permit, if necessary, for all new or alterations to existing bridges over navigable waters of the United States from the Coast Guard; include the Coast Guard in NEPA process.	2.0 - Alternatives
STATE		
State of California Department of Transportation March 17, 2009	▪ Safety – improve safety by track grade separations at all cross traffic intersections.	3.10 - Safety and Security

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
State of California Department of Transportation March 17, 2009 (continued)	▪ Traffic & circulation – evaluate traffic impacts resulting from additional demand on the state highway system, including main segments, intersections and ramps in the vicinity of the HST stations. ▪ Traffic & circulation – evaluate traffic impacts to State highway system cause by construction of the HST tracks and stations. ▪ Traffic & circulation – evaluate impacts resulting from increased traffic congestion on local roads and highways near HST stations. ▪ Travel Demand Model – use the same travel demand model rail ridership, increased traffic near rail stations, and decreased traffic on highways. ▪ HST System – examine effects and utility of the SF to SJ segment of the HST system without the construction of the rest of proposed system. ▪ Traffic & circulation – utilize Caltrans' Guide for the Preparation of Traffic Impact Studies to determine scenarios and methodologies to use in the analysis.	3.1 - Transportation
	▪ Airport Access – examine market potential for HST feeder service to regional airports and evaluate issues associated with providing this service.	3.1 - Transportation
	▪ Cultural – document results of a current archaeological record search, and if warranted, a cultural resource study for all construction activities within the State ROW.	3.16 - Cultural Resources
	▪ Encroachment Permit – obtain an encroachment permit for any work or traffic control within the State ROW and incorporate mitigation measures into the construction plans.	3.1 - Transportation
State of California Public Utilities Commission (CPUC) March 10, 2009	▪ Pedestrian grade separation – require pedestrian crossings at the Caltrain stations to be grade separated.	2. Alternatives
	▪ Grade separation (vehicles) – because all crossings are shown to be grade separated, coordinate with local communities regarding ROW needs and amendments to their General Plans.	2. Alternatives 3.12 Local Growth, Station Planning, and Land Use
	▪ Groundwater table – evaluate feasibility of grade separations with respect to high groundwater table.	3.7 Hydrology and Water Resources
	▪ Safety (pedestrian) – elevate or lower tracks to mitigate trespassing and security concerns; fence all at-grade areas.	3.1 Transportation 3.10 Safety and Security
	▪ Electrification – recognize that electrified train operations are not necessarily compatible with current technology; coordinate warning devices to ensure safety.	2.0 - Alternatives
	▪ Utilities – comply with minimum required clearances for electrified lines; underground existing overhead power lines at crossings.	2. Alternatives
	▪ Station design – investigate whether Caltrain stations need to be modified to construct necessary grade separated crossings for pedestrians and roadways.	2. Alternatives
	▪ Train separation – investigate whether HST and Caltrain trains on the same tracks results in safety concerns, especially at the proposed speeds; may need to utilize separate tracks and platforms. ▪ Coordination –- coordinate with VTA and Caltrain in Mountain View to determine final track layout.	2. Alternatives 3.10 Safety and Security Also, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
State of California Public Utilities Commission March 10, 2009 (continued)	▪ Upgrade existing systems – upgrade existing station, tracks, and safety features to be able to incorporate multiple trains on adjacent tracks.	2. Alternatives
	▪ Regulations – coordinate with CPUC since there are many CPUC regulations that apply to the proposed HST.	2. Alternatives Also, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Agency review – involve CPUC in early review of any proposed design.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Existing station issues – consider physical, operational and safety issues at each location identified by CPUC (see comment letter for locations).	2. Alternatives 3.10 Safety and Security
REGIONAL		
Association of Bay Area Governments Regional Planner Scoping Period Comment Form January 27, 2009	▪ Population/Housing – consider whether population projections used even three years ago are realistic anymore given AB32 and other policies in the Central Valley.	3.2 - Air Quality and Global Climate Change 3.12 - Local Growth, Station Planning, and Land Use
	▪ Station planning – mandate stations not in heavy urbanized areas to adopt high-density zoning near the stations to increase ridership.	2.0 - Alternatives
	▪ Hydrology – consider impacts of the northern section of the proposed alignment, which is anticipated to be under water by 2050 according to a predicted 16-inch sea level rise.	3.7 - Hydrology and Water Resources
BART April 21, 2009	▪ Additional Responsible Agency – request BART be a Responsible Agency.	2.0 - Alternatives
	▪ Coordination with BART – coordinate and obtain BART approval for any modifications, or connections to existing BART owned/operated facilities. May need to amend agreements under which various stations operate with BART (as well as other transit agencies).	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Upgrade existing rail facilities – evaluate traffic, circulation, and safety issues around the existing Millbrae BART station which will be modified by demolishing existing intermodal facilities and reconfiguration. ▪ Construction impacts – provide temporary intermodal facilities during construction to ensure seamless continuation of service and safety of patrons and workers.	3.1- Transportation 3.18 – Construction Impacts
	▪ Operational impacts –mitigate indirect and direct impacts that may be caused to the existing BART system; evaluate other modifications to the existing system that may be required. ▪ Ridership – calculate expected ridership and address any impacts identified to the BART system due to increased demand/ridership.	2.0 - Alternatives 3.1 - Transportation

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
BART **April 21, 2009** (continued)	▪ Transbay Transit Center – prefer Transbay Transit Center alternative, but it may be over capacity according to 2030 projections. If this alternative moves forward, evaluate impacts due to increased ridership.	2.0 - Alternatives 3.1- Transportation
	▪ Traffic and circulation – address impacts to traffic and circulation including the levels of service at adjacent intersections at all stations undergoing modification, but especially Millbrae,.	3.1 - Transportation
	▪ Parking – evaluate impacts to parking at all BART stations, but in particular the stations undergoing modifications.	3.1 - Transportation
	▪ Emergency response – evaluate impacts to safety of workers and patrons at affected BART stations.	3.10 - Safety and Security
	▪ Soil stability – address potential impacts to soil stability and structural safety, in particular how the HST project will affect BART's underground facilities.	3.8 - Geology, Soil, and Geologic Resources
	▪ Noise – evaluate noise impacts to workers and patrons during construction.	3.3 - Noise and Vibration
	▪ Hazards – evaluate impacts due to the release of or exposure to hazardous materials during construction at the Millbrae station.	3.9- Hazardous Wastes and Materials
Caltrain **Peninsula Corridor Joint Powers Board** **April 6, 2009**	▪ Preservation of current investments – Preserve significant capital investment by Caltrain and its partner agencies in existing infrastructure, as well as the study and design of future services.	2.0 - Alternatives
	▪ Coordination with other agencies – coordinate construction sequencing, staging, and utility work between communities and agencies.	3.18 – Construction Impacts
	▪ Phasing – evaluate a phased service implementation approach.	2.0 - Alternatives
	▪ Alternatives – assess potential impacts to Caltrain, include Caltrain in defining alternatives to be considered.	2.0 - Alternatives
	▪ Freight and other service providers –coordinate between the design and environmental analysis among Caltrain, the freight operator, intercity service providers, and HST.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Community character – continue history of preserving unique elements of the communities throughout process, including during the determination of project elements.	2.0 - Alternatives 3.12 – Local Growth, Station Planning and Land Use 3.15 - Aesthetics and Visual Quality 3.16 - Cultural Resources
County of San Benito, Board of Supervisors **September 25, 2007**	▪ Alternative routes – prefer two preferred alternatives: San Jose to Central Valley via Pacheco Pass and East Bay to Central Valley via Altamont Pass.	2.0 - Alternatives
	▪ Hydrology –- If the Pacheco Pass alternative is chosen, be aware that San Felipe Lake would lie between the proposed alignment and the County Line, which is located entirely within the area's flood plain, and that the Pajaro River, including some productive farms, could be affected.	N/A – Not relevant to this HST section; forward to San Jose to Merced project team

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
	▪ Funding – ensure that the proposed HST will not impact ability to obtain transportation funding in the future.	N/A – Not relevant to this HST section
County of San Benito, Planning & Building Inspection Services February 23, 2009	▪ Land Use – be aware of potential impacts to El Rancho San Benito, a large residential project (6,800 new homes) proposed immediately adjacent to the proposed HST alignment in the County.	N/A – Not relevant to this HST section; forward to San Jose to Merced project team
Port of San Francisco Maritime Marketing Manager Scoping Period Comment Form January 27, 2009	▪ Support – Port is supportive of HST.	N/A
	▪ Freight - continue cargo/freight business and incorporate design requirements compatible with freight (primarily height clearances under catenary system).	2.0 - Alternatives
San Mateo County Transportation Authority April 6, 2009	▪ Preserve investment in infrastructure – closely coordinate existing and future information with Caltrain to maximize return on investment.	2.0 - Alternatives
San Mateo County Transit District April 6, 2009	▪ Land Use – be aware of recently adopted San Mateo County Transit District Strategic Plan (*Multimodal Services and Transportation and Land Use*).	3.12 - Local Growth, Station Planning, and Land Use
	▪ Coordination – design HST to maximize existing transit infrastructure investments and address the need for future feeder services to support local and regional access to HST and Caltrain.	2.0 - Alternatives 3.1 - Transportation
	▪ Land use – be aware that many communities and developers are working on transforming the El Camino Corridor to encourage a high-density livable corridor along the rail alignment.	3.12 Local Growth, Station Planning, and Land Use
	▪ Coordination (design) – address TOD projects in the pipeline; facilitate coordination between communities along the rail corridor, SamTrans, and JPB to create design ideas that preserve community character.	3.1 - Transportation 3.12 - Local Growth, Station Planning, and Land Use 3.15- Aesthetics and Visual Quality
Santa Clara Valley Transportation Authority April 1, 2009	▪ Support – supports Pacheco Pass alignment.	N/A
	▪ Construction Phasing – phasing of project development and construction should be coordinated with other Caltrain project's and daily operation	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.18 – Construction Impacts
	▪ Coordinate with other agencies – coordinate during Caltrain's electrification and modernization activities and during the necessary environmental analyses of projects under both entities. ▪ Alternative - consider whether the electrified Caltrain would be considered a "no build" condition for HST.	2.0 - Alternatives 3.1 - Transportation

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Santa Clara Valley Transportation Authority April 1, 2009 (continued)	▪ Maintenance yard- identify specific location of proposed maintenance yard and analyze all associated impacts	
	▪ Process to select preferred alternative – describe how will decisions be made? Is there a joint powers group? Recommend engaging the public and organizations early in a process to determine the preferred information/alternatives.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Property impacts – analyze impacts to VTA facilities within proximity of the proposed HST: - Palo Alto Transit Center - Mountain View Transit Center - Mountain View Light Rail Tracks, Mountain View and Evelyn Stations - Santa Clara Transit Center - San Jose Diridon Transit Center - Vasona LRT Tunnel and San Joes Diridon LRT Station - Tamien Station, VTA-owned childcare facility, and VTA-owned developable land.	3.1 - Transportation
	▪ Coordination with other agencies and existing development plans – be aware of and participate in development plans at the following locations: - Silicon Valley Rapid Transit Project (SVRT) - Palo Alto Intermodal Center - Caltrain projects under development (Santa Clara and San Jose Diridon Stations) - Local road network.	3.1 - Transportation 3.12 - Local Growth, Station Planning, and Land Use
	▪ Urban design – create an urban design element because the HST will affect the profile of the entire proposed corridor.	2.0- Alternatives
	▪ Construction impacts – address impacts to operation of the corridor while construction of the HST is being completed.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.18 – Construction Impacts
Santa Clara Valley Water District April 6, 2009	▪ CEQA Responsible Agency – include the District as a Responsible Agency if a permit is required for encroachment into their ROW by the project.	2.0 - Alternatives
	▪ Hydrology – evaluate modifications to bridges/creek crossings, flood flows and patterns, and any degradation to water quality, surface or groundwater supplies.	3.7 - Hydrology and Water Resources
	▪ Utilities – evaluate impacts to the District's water supply facilities.	3.5 - Public Utilities & Energy
	▪ Project details – provide additional project details to determine impacts to District facilities.	2.0 - Alternatives
Transbay Joint Powers Authority April 3, 2009	▪ Existing conditions – incorporate the TJPA's Preliminary Engineering design for the Downtown Extension (DTX) and the EIR/EIS as existing conditions.	2.0 - Alternatives 3.0 - Affected Environment, Environmental Consequences and Mitigation Strategies

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Transbay Joint Powers Authority **April 3, 2009** (continued)	▪ Phasing – evaluate a phased service implementation approach	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Alternatives – to assess potential impacts to Caltrain, involve Caltrain in defining alternatives to be considered.	2.0 - Alternatives
	▪ Freight and other service providers – coordinate the design and environmental analysis among Caltrain, the freight operator, intercity service providers and HST.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Community character – continue JPB history of preserving unique elements of the communities throughout process, including during the determination of project elements.	2.0- Alternatives 3.12 – Local Growth, Station Planning and Land Use 3.15- Aesthetics and Visual Resources 3.16 – Cultural Resources
Transportation Agency for Monterey County **April 21, 2009**	▪ Coordination with other agencies – coordinate with other groups/agencies to extend Caltrain commuter rail service to Monterey County by extending the existing San Francisco to San Jose to Gilroy Caltrain service to Pajaro, Castroville, and Salinas.	N/A – Not relevant to this HST section
CITY		
City of Belmont Community Development Director **April 3, 2009**	▪ Operational impacts – include urban design and engineering solutions to minimize impacts, especially relating to division of community and creation of barriers.	3.11- Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality
	▪ Climate Change – analyze impacts of GHG associated with all options/alternatives.	3.2 - Air Quality
	▪ Creeks – analyze impacts to Belmont Creek with regard to riparian habitat and creek flows.	3.6 - Biological Resources and Wetlands
	▪ Economics – evaluate economic impacts to existing Belmont businesses during construction and to the tax base during operation. Evaluate opportunity to restore regular Caltrain service to Belmont Station (that has been cutback over the last 5 years) in conjunction with HST.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Hazards – identify potential impacts of exposure to Electromagnetic Fields (EMF).	3.4 - EMI/EMF
	▪ Historic resources – identify impacts to existing historic resources. Protect a current empty lot at 700 Old County Road which contains historically sensitive items from the old "Angelo's Corners" of the 1850s.	3.16 - Cultural Resources

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Belmont Community Development Director April 3, 2009 (continued)	▪ Alternative – evaluate impacts to land use, traffic and parking, aesthetics, open space and historic resources for an underground alternative.	2.0 - Alternatives 3.1 - Transportation 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality 3.16 - Cultural Resources
	▪ Public services – identify impacts to two identified uses in close proximity that provide housing to special needs clients.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Noise and vibration – evaluate noise and vibration impacts. Evaluate consistency with the City's Noise Ordinance.	3.3 - Noise and Vibration
	▪ Property values – identify and evaluate impacts on property values due to noise and vibration, increased trains, aesthetics, and traffic and circulation.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Construction impacts- evaluate impacts during the construction period.	3.18 - Construction Impacts
	▪ Utilities – identify impacts to utility rates and the PGE substation due to the HST electrification. Evaluate the impact to the *Old County Road Underground Project*.	3.5 - Public Utilities & Energy
	▪ Alternatives – evaluate impacts of the following alternative scenarios: - Different elevation options – at grade, elevated or depressed (tunnel/trench) – to the same level of detail as the proposed HST project - Terminate in San Jose and transfer to other systems - HST operating at same speeds as Baby Bullet from San Francisco to San Jose - Any alternative that would reduce the need for acquisition of additional ROW - Less than 4-track system - Alternative technologies to remove overhead catenary system - No freight in Caltrain ROW; impacts associated with associated with relocation of freight to their own system - Relocation of alignment to different area (U.S.-101, I- 280).	2.0- Alternatives
	▪ Traffic & circulation – identify impacts to traffic and circulation due to closure of existing at grade crossings. Evaluate impacts during construction. ▪ Traffic & circulation – evaluate impacts to pedestrian/bicycle/vehicular circulation. ▪ Connectivity to other systems – evaluate impacts to Caltrain, SamTrans, bus and shuttle services.	3.1 - Transportation
	▪ Trees – evaluate impacts due to removal or trimming of trees along the ROW.	3.6 - Biological Resources and Wetlands
	▪ Visual impacts – evaluate impacts to aesthetics with different alignments or elevations.	3.15 - Aesthetics and Visual Quality

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Brisbane **February 18, 2009**	▪ Brisbane Baylands – analyze impacts to the 650-acre development site bisected by HST, including safety, noise, vibration, wind turbulence, aesthetics, and land use compatibility.	3.2 - Air Quality 3.3 - Noise and Vibration 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality
	▪ Bayshore Caltrain station – analyze impacts to the existing station including track configuration and elevation changes.	2.0 - Alternatives
	▪ Circulation & separation – evaluate proposal to fence off the entire rail alignment which will separate the City of Brisbane from the San Francisco Bay, and affect biological resources (including the elimination of overland access).	3.6 - Biological Resources and Wetlands
	▪ Hazards – evaluate impacts of the HST alignment being adjacent to the existing Kinder-Morgan fuel tank farm.	3.09 - Hazardous Wastes and Materials
City of Burlingame **January 22, 2009**	▪ Grade separations - study all vertical alignments options including underground (tunnel and trench), overhead, and a combination of the two.	2.0 - Alternatives
	▪ Operational impacts – evaluate impacts to (but not limited to) the following: - Aesthetics - Noise and vibration - Community separation - Traffic & circulation (vehicular and pedestrian) - Air Quality - Utilities - Biological impacts (trees) - Historic resources - Electrification of Caltrain - ROW acquisition - Cost - Local businesses.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Connectivity – coordinate HST with existing stations and services. ▪ Project funding – consider public/private partnership that might help trench or underground the HST.	2.0 - Alternative
	▪ Connectivity – be aware of electrification of Caltrain, and coordinate HST with electrification.	2.0 - Alternatives
	▪ ROW acquisition – evaluate impacts related to acquiring additional ROW.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Costs – will not accept construction or operational cost to the City.	2.0 - Alternatives
	▪ Local businesses – evaluate impacts to local businesses.	3.11 Socioeconomics, Communities and Environmental Justice

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Burlingame January 22, 2009 (continued)	▪ Process – request throughout the HST planning process: - Community meetings on a regular basis - Dedicated staff - Continuous update on process and schedule - City review and approval of plans and environmental documents - Coordination with other agencies and jurisdictions.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
City of Burlingame Councilwoman O'Mahony- Scoping Period Comment Form January 22, 2009	▪ Alignment – propose underground alignment through the entire peninsula (San Jose to Millbrae, Millbrae through San Francisco) or elevate sufficiently to keep heavy congested areas serene.	2.0 - Alternatives
City of Burlingame April 3, 2009	▪ Separation – be aware that the proposed HST will create a physical divide through community.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Alternatives – reject any option that includes elevated tracks as unacceptable. ▪ Alternatives – prefer tunnel option because it would reduce negative impacts to aesthetics, property values, schools and parks that are adjacent to the alignment.	2.0 - Alternatives
	▪ Land use – require that the proposed HST be consistent with zoning and General Plan requirements that encourage high-density housing along transportation corridors.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Property values –request economic study to determine economic impacts to property values.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Operational impacts – address and evaluate the following impacts in the EIR/EIS - Emergency vehicle access - Aesthetics - Noise and vibration - Traffic & circulation - Air Quality - ROW acquisition.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Alternatives – fully evaluate the following alternatives: - Underground (tunnel) - Trench - Overhead - Combination underground and overhead - Terminate in San Jose and use existing Caltrain/Baby Bullet system to transfer - Restoration of Caltrain service at Broadway station ▪ Prefer alternative(s) in tunnel or trench to reduce visual and physical impacts.	2.0- Alternatives
	▪ Historic resources – evaluate impacts to identified historic resources including the Broadway station, the Burlingame Avenue Train Station, a historic eucalyptus grove that extends approximately from North Lane to Oak Grove Avenue. Respect and incorporate	3.16- Cultural Resources

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Burlingame April 3, 2009 (continued)	recent upgrades/improvements to the Burlingame Avenue Train Station.	
	▪ Landscaping – provide landscaping along the length of the alignment.	2.0 - Alternatives
	▪ Local businesses – evaluate impacts to local businesses, especially within the two main commercial districts (along Burlingame Avenue and Broadway).	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Costs – all costs for construction and operation should be the responsibility of HST, not the City.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Right of way acquisition – costs associated with ROW acquisition must be paid by HST.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Construction impacts – evaluate impacts during the construction period, especially with respect to emergency services.	3.18 – Construction Impacts
	▪ Utilities – evaluate impacts to the major utility lines that cross the Corridor including storm drains, water, sewer, signal conduits, and streetlights, as well as storm water drainage ways and various creeks that act like a detention basin and may be upset by the proposed project.	3.5 - Public Utilities & Energy 3.7 - Hydrology and Water Resources
	▪ Coordination with other agencies – do not alter Broadway interchange which is the only access to U.S.-101. ▪ Electrification of Caltrain – consider how this will impact HST. ▪ Freight – consider how freight will be handled along the Corridor. ▪ Coordination with adjacent cities – evaluate how alignment in other cities may impact Burlingame.	2.0 - Alternatives 3. 5 - Public Utilities & Energy
	▪ Process – request a transparent process and well publicized community meetings, to be held on a regular basis, as well as quarterly presentations by HST to City. ▪ Process – request City review and approval of all plans within City's jurisdiction.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
City of Millbrae Community Development Director Scoping Period Comment Form January 22, 2009	▪ Process - incorporate and address comments previously submitted by the City of Millbrae (October 19 and October 24, 2007) into preparation of the EIR/EIS.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
City of Millbrae, Public Works Department April 6, 2009	▪ Process – incorporate and address previously City submitted comment letter (dated February 4, 2009).	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Coordination with City and other agencies – include the Millbrae Station Specific Plan, developed by the City of Millbrae, in coordination with the construction of the Millbrae BART/Caltrain Station, as part of the existing conditions. Since adoption of the plan, the City of Millbrae has entered into agreements with BART, Caltrain, and the San	3.12 - Local Growth, Station Planning, and Land Use

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Millbrae, Public Works Department **April 6, 2009** (continued)	Francisco International Airport to ensure that all parties were moving forward with plans identified in the Specific Plan, many of which are now taking place.	
	▪ Project design – be aware that the current 4-track configuration through Millbrae would require expansion of the existing station by approximately 100 feet, which conflicts with the City's Specific Plan and scheduled improvements to the station area, including infrastructure needed for uses outside the station. ▪ Land use – evaluate conflict and incompatibility with City Specific Plan, infrastructure improvements, and City and BART's plans to create a TOD district around the station.	2.0 - Alternatives 3.12 - Local Growth, Station Planning, and Land Use
	▪ Process – incorporate and address comments previously submitted by the City on the Program EIR/EIS which were not addressed and pushed forward to the project-level review.	3.0 - Affected Environmental, Environmental Consequences, and Mitigation Strategies
	▪ Land use – treat the City's Specific Plan as existing conditions to meet NEPA requirements.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Process - ensure that the adopted Specific Plan is considered and station design is handled in coordination within existing development and plans.	2.0 - Alternatives 3.12 - Local Growth, Station Planning, and Land Use
Meyers Nave Riback Silver & Wilson **On behalf of and by reference for the City of Millbrae** **July 2, 2008**	▪ Process – be aware that previous response to City of Millbrae comments indicating that said comments would be responded to during the project level EIR/EIS was unacceptable and in violation of NEPA and CEQA.	3.0 - Affected Environmental, Environmental Consequences, and Mitigation Strategies
	▪ Land use – recognize that eliminating Millbrae's scheduled improvements to the Station area (as part of the existing conditions) will result in additional environmental impacts. ▪ Process – incorporate and address comments previously submitted by the City on the Program EIR/EIS which were not addressed and pushed forward to the project-level review.	2.0 - Alternatives 3.12 - Local Growth, Station Planning, and Land Use
	▪ Previous EIR issue – should have analyzed all alignment alternatives, and their impacts on the Millbrae Specific Plan, in, or before, the Final Program EIR/EIS was completed and an alignment selected.	2.0 - Alternatives
	▪ Land use – be aware that Millbrae commented on the Draft Program EIR/EIS regarding the proposed four-track alignment for the Millbrae and were told by Caltrain officials that the 4-track plans were a mistake and any HST through Millbrae would accommodate the Specific Plan development.	2.0 - Alternatives
	▪ Land use – support Authority willingness to conduct preliminary project level engineering and station facility design options to accommodate the Specific Plan development.	3.12 - Local Growth, Station Planning, and Land Use
Meyers Nave Riback Silver & Wilson **On behalf of and by reference for the City of Millbrae** **October 24, 2007**	▪ Land use – include the Millbrae Station Specific Plan, developed by the City of Millbrae, in coordination with the construction of the Millbrae BART/Caltrain Station, as part of the existing conditions. Since adoption of the plan, the City of Millbrae has entered into agreements with a variety of identified agencies to ensure that all parties were moving forward with plans identified in the Specific Plan, many of which are now taking place.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Land use – incorporate and address provided background information on the history and	3.12 - Local Growth, Station

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Meyers Nave Riback Silver & Wilson On behalf of and by reference for the City of Millbrae October 24, 2007	relations between the City, Caltrain, BART, the Authority and other agencies.	Planning, and Land Use
	▪ Land use – evaluate additional environmental impacts from eliminating Millbrae's scheduled improvements to the Station area. ▪ Previous EIR issue – incorporate and address comments previously submitted by the City on the Program EIR/EIS which were not addressed and pushed forward to the project-level review.	3.0 - Affected Environmental, Environmental Consequences, and Mitigation Strategies 3.12 - Local Growth, Station Planning, and Land Use
	▪ Land use - be aware that the current 4-track configuration through Millbrae (rather than the existing two tracks) would require expansion of the existing station by approximately 100 feet, which conflicts with the City's Specific Plan and scheduled improvements to the station area, including infrastructure needed for uses outside the station. ▪ Land use – evaluate conflict and incompatibility with City Specific Plan and infrastructure improvements.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Aesthetics –reflect existing conditions accurately including the Specific Plan, otherwise impacts to aesthetics cannot be accurately determined.	3.15 - Aesthetic and Visual Quality
City of Menlo Park April 3, 2009	▪ Alternatives - evaluate all vertical alignment options through Menlo Park including full trench, partial trench, tunnel, full elevated, and split alternatives. ▪ Alternatives – evaluate vertical alignment options through Menlo Park which could create additional impacts because of existing development constraints and the historical Menlo Park Train Station Depot. ▪ Aesthetics – evaluate "wall effect" of elevated tracks that would potentially divide the City. ▪ Alternatives – design tunnel option to underground all tracks on the corridor including Caltrain/freight system. ▪ Project Cost/Funding – recognize that tunnel option could create air rights above it that would offset construction costs.	2.0 - Alternatives 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality 3.16 - Cultural Resources
	▪ Analyze impacts of electrification of system to aesthetics (wires, poles, etc), compatibility with the proposed Caltrain system, and biological resources (trees and landscaping). ▪ Alternative –evaluate the use of a third rail-type system as an alternative to overhead-electrified lines, which could reduce impacts to sustainability.	2.0 - Alternatives 3.6 - Biological Resources and Wetlands 3.15- Aesthetics and Visual Quality
	▪ Noise and vibration – analyze and mitigate impacts of HST and all alternatives suggested above (tunnel, at grade, elevated, number of tracks, etc.). ▪ Noise and vibration – avoid measures proposed to mitigate noise and vibration of the proposed alignment or any alternatives that create additional impacts; for example, a sound wall will ultimately divide and separate the community.	3.03 - Noise and Vibration
	▪ Aesthetics – analyze aesthetic impacts of all proposed alignment, alternatives identified above (tunnel, at grade, elevated, number of tracks, etc), and sub-options such as berms, walls, pillars, and open-type structures for raised tracks, as well as different ways to electrify the system to reduce visual impacts.	3.15 - Aesthetics and Visual Quality

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Menlo Park **April 3, 2009** (continued)	▪ Construction impacts – analyze different construction techniques that could reduce construction-related impacts.	3.18 - Construction Impacts
	▪ Property taking – identify options to reduce the acquisition of additional ROW and property takings.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Property values – analyze impacts to property values based on increase in rail traffic, noise and vibration, and visual impacts.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Freight – analyze impact to HST of potential increase in freight traffic due to the grade separation that will allow for higher speeds. ▪ Freight – analyze ways to reduce freight traffic through Menlo Park, as well as ways to eliminate freight traffic altogether on the Peninsula (perhaps as mitigation measure) that would reduce potential impacts to noise and vibration, rail traffic, and aesthetics.	3.1- Transportation 2.0 - Alternatives
	▪ Caltrain – evaluate potential impacts on existing and proposed Caltrain service. ▪ Connection with Caltrain – analyze options to reduce the number of HSTs directly to San Francisco by connecting with existing service in San Jose, including: - terminating some trains in San Jose and allowing transfer to BART, Caltrain, bus, etc; - all HST traveling to San Francisco, but at slower speeds along the Peninsula; or - a combination of the above.	2.0 - Alternatives 3.1 - Transportation
	▪ Traffic – analyze impacts to City streets during construction and operation. Use City of Menlo Park Traffic Analysis Guidelines. ▪ Pedestrian and Bicycle traffic – analyze impacts to pedestrian and bicycle traffic in the City, especially with respect to noise/vibration and reduction in crossings. Reference the City of Menlo Park's Bicycle Development Plan.	3.1 - Transportation
	▪ Funding – prepare cost/benefit and fiscal impact analysis for the proposed project. Consider funding sources in addition to the proposed General Obligation Bond.	2.0 – Alternatives 3.11 – Socioeconomics, Communities and Environmental Justice
	▪ Project design – analyze Right of Way needed for HST.	2.0 – Alternatives
	▪ Trees – analyze impacts due to tree trimming or removal including how these activities relate to visual, noise, and climate change impacts. ▪ Wildlife – analyze impacts to wildlife and migration.	3.6 - Biological Resources and Wetlands
	▪ San Francisquito Creek – analyze impacts to the creek's flow capacity and the stability of its banks.	3.7 - Hydrology and Water Resources
	▪ Climate change – analyze impacts to climate change for project construction and operation.	3.2 - Air Quality
	▪ Historic Resources – analyze impacts to the Train Station in Menlo Park, a "Historic Structure," and other potential resources.	3.16 - Cultural Resources
	▪ Air Quality – analyze impacts to air quality during construction and operation of the project.	3.2 - Air Quality

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Menlo Park **April 3, 2009** (continued)	▪ Project design – analyze increases in travel time along the system which may allow for additional design options and reduce potential impacts.	2.0 - Alternatives
	▪ Electromagnetic interference (EMI) – analyze potential impacts from EMI from the proposed catenary system.	3.4 - EMI/EMF
	▪ Project Level Environmental Analysis Guidelines – request information on the public process that went into Authority's document providing analysis guidelines and significance thresholds for the future EIR/EIS and an opportunity to review and comment. ▪ Process – request to be involved in the EIR/EIS process moving forward, including preparation of the Scope.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose
City of Mountain View **March 20, 2009**	▪ Station alternative – consider City as a possible alternate stop location.	2.0 - Alternatives
	▪ Design alternatives – analyze alternatives such as - Berms - Elevated structures - Catenaries - Fences - Walls	2.0 - Alternatives
	▪ Existing conditions – be aware that existing Transit Center, downtown area and light rail are all the fruition of hard work put forth by the City since 1980.	N/A
	▪ Community separation – consider design solutions to reduce potential impacts, like the existing Caltrain which is a barrier within the community. ▪ Aesthetics – evaluate potential visual impacts of creating a barrier. ▪ Traffic & circulation – evaluate potential impacts of creating a barrier.	2.0 - Alternatives 3.1 - Transportation 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality
	▪ Noise – analyze noise and vibration impacts during construction and operation.	3.3 - Noise and Vibration
	▪ ROW acquisition – evaluate economic and social impacts of acquiring additional ROW; avoid using eminent domain within City. Evaluate alternatives to minimize the need for additional ROW.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Urban design – avoid changing the urban design/setting established in the downtown area, which is the heart of the City and a historic downtown with local businesses, a multi-modal transit station, and an at-grade crossing.	3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality
	▪ Traffic & circulation – evaluate impacts to circulation during construction and operation, including at Rengstorff Avenue and across the Central Expressway.	3.1 - Transportation

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Mountain View March 20, 2009 (continued)	▪ Traffic & circulation – maintain level of service at the existing multi-modal Downtown Transit Center that serves Caltrain, Baby Bullet, VTA light rail and buses, and private shuttles; and preserve parking (existing surface and proposed structure) at this station.	3.1 - Transportation
	▪ Grade separations – to avoid significant community impact of grade separation at the Castro Street/Moffett Boulevard, consider: - Depressing HST tracks beneath the intersection (trench or tunnel) - Depressing all tracks beneath the intersection (trench or tunnel) - Depressing Castro Street beneath tracks - Elevating rail above area - Closing/rerouting Castro Street/Moffett Boulevard - Move HST tracks onto Central Expressway. ▪ Grade separations – consider the following alternatives at Rengstorff Avenue: - Depress Rengstorff beneath tracks - Depress HST facilities beneath Rengstorff Avenue (trench/tunnel) - Depress all rail facilities beneath Rengstorff Avenue (trench/tunnel) - Elevate rail above area.	2.0 - Alternatives
	▪ Historic resources – address impacts to historic resources including the 100 block of Castro Street and the Adobe building.	3.16 - Cultural Resources
City of Redwood Office of the City Manager April 2, 2009	▪ Coordination with Caltrain – fully integrate HST with the proposed electrification of Caltrain service.	2.0 - Alternatives
	▪ Project design – develop the proposed HST/Caltrain service to: - Improve public safety - Unite existing separated areas of City - Enhance transportation connectivity network - Promote quality design, and no additional impacts - Coordinate with other Cities and agencies (especially Caltrain) - Preserve existing land use pattern and enhance TOD opportunities - Allow connectivity between transit services. ▪ Project design – expect a dedicated staff at HST, a transparent process, and attention to budget and construction phasing.	2.0 - Alternatives
	▪ Project description – incorporate additional information into the project description including: - Location, design and ROW requirements for rail, station facilities, and ancillary facilities - Identification of properties that will need to be acquired for ROW - Safety and security features - Power requirements - Operational characteristics - Modifications necessary to the existing transportation systems, coordination with	2.0 - Alternatives

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Redwood Office of the City Manager April 2, 2009 (continued)	other transit services - Crossings of creeks and major infrastructure - Construction details, including, but not limited to, schedule/phasing, workers, traffic management, maintenance of existing services during construction, infrastructure coordination, staging.	
	▪ Alternatives – evaluate the following project alternatives for the Redwood City segment and the entire line, including ROW acquisition impacts: - No Project (including electrification of Caltrain) - Elevated HST alignment - At grade HST alignment - Underground (tunnel) alignment - Hybrid of elevated and underground.	2.0 - Alternatives
	▪ Land Use – evaluate consistency with the City's Downtown Precise Plan, pedestrian access, high density housing, and circulation, as well as the new General Plan that is currently being prepared.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Traffic – evaluate pedestrian convenience and connectivity (including aesthetics); bicycle convenience and connectivity (including aesthetics); transit convenience and connectivity (including aesthetics); and circulation of vehicles as well as trucks.	3.1 - Transportation
	▪ Freight – analyze impacts on existing and future freight operations. Evaluate the potential impacts to greenhouse gas emissions if freight rail operations are diverted to truck traffic. ▪ Barriers – evaluate noise and aesthetic impacts resulting from the installation of barriers/fences to prevent intrusion of right of way.	3.1 - Transportation 3.3 - Noise and Vibration
	▪ Traffic & Circulation – For the proposed Redwood City station, analyze impacts to traffic, parking, alternative modes of transportation, and goods movement.	3.1 - Transportation
	▪ Noise and Vibration – analyze noise and vibration impacts for each of the alternatives identified above, for construction and operation. If mitigation measures are required (i.e., sound walls), identify impacts of those mitigation measures.	3.3 - Noise and Vibration
	▪ Economic analysis – include economic analysis of the following scenarios: - Station, as proposed, in Redwood City - Rail through but no station in Redwood City - Impacts on property values - Impacts on local businesses.	3.11- Socioeconomics, Communities, and Environmental Justice
	▪ Utilities – analyze impacts to utilities (water, sewer, storm drain, fiber optic, gas, electrical, cable, and telephone) during construction and operation.	3.5 - Public Utilities & Energy 3.18 - Construction Impacts

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Redwood Office of the City Manager April 2, 2009 (continued)	▪ Safety – address issues related to public safety including track separation, surveillance cameras and law enforcement at stations, additional staffing requirements, and ancillary HST infrastructure to be located within Redwood City.	3.10 - Safety and Security
	▪ Historic – evaluate impacts to historic resources and heritage trees existing along the proposed alignment.	3.6 - Biological Resources and Wetlands 3.16 - Cultural Resources
	▪ Creek crossings – evaluate impacts due to HST at creek crossings.	3.6 - Biological Resources and Wetlands 3.7- Hydrology and Water Quality
	▪ Hazardous materials – analyze impacts to soils and groundwater during construction.	3.18 - Construction Impacts
	▪ Air Quality – evaluate construction and operational air quality impacts, as well as GHG emissions and wind turbulence.	3.2 - Air Quality 3.18 - Construction Impacts
	▪ Seismicity – design all alignments to withstand seismic events.	2.0 - Alternatives
City of San Carlos Public Works Department March 4, 2009	▪ Aesthetics – evaluate visual impacts of the proposed overhead electrical structure, especially on views from East San Carlos neighborhoods. ▪ Aesthetics – evaluate visual impacts of the elevated tracks in the southern portion of San Carlos.	3.15 - Aesthetics and Visual Quality
	▪ Grade separation – identify potential solutions to address the anticipated inadequate vertical clearance at the proposed widening of the grade separation at Holly Street.	2.0 - Alternatives
	▪ Noise and vibration – analyze impacts for construction and operation of the project.	3.3 - Noise and Vibration 3.18 - Construction Impacts
	▪ Historic Resources – analyze impacts to the historic train depot by the proposed track widening, and address and coordinate alternate locations for the train depot with the existing SAMTRANS Transit Village project.	3.16 - Cultural Resources
	▪ Community separation – consider how the project could exacerbate the physical division of San Carlos due to the existing grade separation. Include adequate provision for bicycle/pedestrian travel needs.	3.1 - Transportation 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning and Land Use 3.15 - Aesthetics and Visual Quality
	▪ Flooding – evaluate impacts of track widening on flooding. ▪ Hazards – evaluate potential increase in metals discharged into the storm system from HST braking and develop mitigation in accordance with San Mateo County SPPP.	3.7 - Hydrology and Water Resources
	▪ Biological resources – evaluate track-widening impacts to impacts to streambed and stream banks of Cordilleras Creek. Comply with the Stream Development and Maintenance Ordinance of the City of San Carlos.	3.6 - Biological Resources & Wetlands
	▪ Circulation – analyze traffic impacts during construction.	3.18 – Construction Impacts

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of San Jose Office of the Mayor January 29, 2009	▪ Study area – include the Gilroy to San Francisco Caltrain Corridor because the ROW has already been acquired.	N/A, not relevant to this HST section
City of San Jose Department of Transportation April 6, 2009	▪ Existing conditions – coordinate with City staff for existing conditions, especially with respect to historic resources, land use, parks, trails, utilities, floodplains, transportation, and energy.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Renewable energy – supports developing opportunities for renewable energy along the HST corridor.	3.05 Public Utilities & Energy
	▪ Public participation – encourages an ongoing public participation process, including coordination with cities affected.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Alternatives –consider the following alternatives for the downtown area, and evaluate impacts such as aesthetics, noise, property impacts, constructability, cost and community acceptance: - Current plan with elevated profile with attractive visual design and noise mitigation - Below grade between Julian Street and Tamien Station Area to reduce noise and aesthetic impacts in the greater downtown area. - Align HST along I-280 and SR 87 to reduce impact to the Gardner and North Willow Glen neighborhoods. - Provide three tracks (instead of four tracks) for HST, Caltrain and UPRR to reduce physical impacts to the Gardner and North Willow Glen neighborhoods.	2.0 - Alternatives 3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
	▪ Traffic & circulation – address and coordinate transportation access, circulation and parking issues at the Diridon Station, a major transit hub (multiple transit agencies) planned for high-density development.	3. 1- Transportation
	▪ "Starter" segment – supports San Francisco/San Jose/Gilroy starter segment rather than San Francisco/San Jose/Fresno/Los Angeles/Anaheim.	N/A, not relevant to this HST section
City of South San Francisco Office of the Mayor March 5, 2009	▪ Project design – requests that urban design be as high a priority as engineering considerations, and proposes a collaborative team to develop urban design alternatives to include in the EIR/EIS.	2.0 - Alternatives
	▪ Project design – design system to protect walkable, bikeable communities.	2.0 - Alternatives
	▪ Community separation – ensure that portions of the Town are not separated, physically or visually, from each other.	3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality
	▪ Traffic & circulation – keep local road crossings open. ▪ Alternatives – evaluate at-grade, above-grade, and below-grade trench and tunnel options.	2.0 - Alternatives

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of South San Francisco Office of the Mayor March 5, 2009 (continued)	▪ Project design – requests collaborative team (The Authority, Caltrain, and HNTB) to develop project alternatives to address all local concerns during scoping period.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Coordination with Caltrain – integrate HST and Caltrain service and maintain and improve the existing Caltrain Baby Bullet and local service.	2.0 - Alternatives
City of San Mateo March 24, 2009	▪ Aesthetics – analyze impacts to aesthetics along the length of the alignment (in San Mateo).	3.15 - Aesthetics and Visual Quality
	▪ Air Quality – evaluate air quality for construction and operational impacts.	3.2 - Air Quality
	▪ Biological resources – evaluate impacts to biological resources during construction and operation, including the alignment intersection with waterways.	3.6 - Biological Resources & Wetlands 3.7 - Hydrology and Water Resources 3.18 – Construction Impacts
	▪ Historic resources – analyze impacts to downtown historic district and other unidentified resources. ▪ San Mateo Creek – analyze impacts to San Mateo Creek, identified as a "high sensitivity" archeological area.	3.16 - Cultural Resources
	▪ Foundations/Soil stability – analyze impacts during construction and operation to foundations on adjacent properties. Evaluate potential impacts of soil erosion during construction.	3.8 - Geology, Soil, and Geologic Resources 3.18 - Construction Impacts
	▪ Hazards – analyze impacts due to the location of HST near existing residential neighborhoods, movement of potentially hazardous materials, and use of hazardous materials during construction.	3. 9 - Hazardous Wastes and Materials 3.18 - Construction Impacts
	▪ Freight – plan for the electrification of freight locomotives.	2.0 - Alternatives
	▪ Hydrology – analyze impacts to and resulting from surface runoff. Evaluate impacts from existing flood zones in portions of San Mateo and a tentative flood zone map for San Mateo south of SR 92.	3.7 - Hydrology and Water Resources
	▪ Land Use – evaluate tunnel option, which is consistent with policies in the City General Plan Circulation Element and Downtown Specific Plan requiring depression of rail through City. Could provide additional air rights allowing for linear park and connectivity across the rail line. ▪ Land Use – Implement the *San Mateo Rail Corridor Transit Oriented Development Plan* proposed grade separations at 28th and 31st prior to HST, ensuring the Bay Meadows Specific Plan development is not impeded. ▪ Project design – ensure compatibility with the Peninsula Corridor Joint Powers Board plans for Hillsdale and Downtown train stations. ▪ Alternatives – prefer a raised alignment and avoid impacts to El Camino Real station. Be aware and address how the elevated alignment could result in division of the community, especially near the Downtown station.	2.0 - Alternatives 3.12 - Local Growth, Station Planning, and Land Use

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of San Mateo **March 24, 2009** (continued)	▪ Noise – analyze noise impacts on the community, including the Downtown Cinema.	3.3 - Noise and Vibration
	▪ Housing – address impacts to housing, particularly affordable units, based on necessary ROW acquisition.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Emergency services – phase construction to maintain adequate emergency service access.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Parks – address impacts to Trinta Park which is adjacent to the rail corridor.	4.0 - Section 4(f) and Section 6(f) Evaluations
	▪ Transit & Circulation – analyze the following issues: - Changes in vehicular movement due to grade crossings - Pedestrian/bicycle circulation - Downtown Transit Center circulation - Hillsdale and Hayward Park station usage, as identified in the *San Mateo Rail Corridor Transit Oriented Development Plan* ▪ Construction phasing impacts on existing express and local Caltrain service.	3.01- Transportation 3.18 - Construction Impacts
	▪ Construction impacts – address impacts during construction on noise, air quality, water, geology, biological resources, and traffic & parking.	3.18 - Construction Impacts
	▪ Project alternatives – address project alternatives to reduce identified project-related impacts, including the depression of HST in San Mateo downtown area.	2.0 - Alternatives
	▪ Previously certified EIR/EIS – demonstrate consistency with CEQA guidelines allowing tiering, if EIR/EIS previously certified is to be used (August 2005 and July 2008).	N/A, not relevant to this HST section
City of San Bruno **Office of City Manager** **April 6, 2009**	▪ Project design – address and incorporate the San Bruno Caltrain Station relocation/rehab project that includes critical grade separation to improve safety within the community. Coordinate HST with the City's Transit Corridor Plan which recognizes the station as a gateway to the community. ▪ Project design – recognize that the agreement between San Bruno and Caltrain includes only 2 grade-separated tracks, and if the proposed HST project requires 4 tracks, significant reevaluation must be completed for this existing station upgrade project. ▪ Existing conditions – treat agreement between San Bruno and Caltrain as part of the existing conditions utilized in the EIR/EIS analysis.	2.0 - Alternatives 3.12 - Local Growth, Station Planning, and Land Use
	▪ Noise – evaluate impacts to noise, particularly nighttime noise.	3.3 - Noise and Vibration
	▪ Pedestrian & bicycle connectivity – evaluate impact of 4 track configuration on bicycle and pedestrian connections and movement. Bicycle lanes should be included in lane design of under crossings.	3.1 - Transportation
	▪ Aesthetics – analyze impacts to aesthetics due to the (proposed 4 track) design and proposed grade separation.	3.15 - Aesthetics and Visual Quality
	▪ Notification – provide notification to community before and during construction process.	3.18 - Construction Impacts
	▪ Coordination with Caltrain – analyze impacts to local train service, since HST might decrease the ability to run local trains through San Bruno.	2.0 - Alternatives 3.2 - Air Quality

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of San Bruno Office of City Manager April 6, 2009 (continued)	▪ GHG – analyze effect of reduced local train service on increased GHG. ▪ Land use – analyze effect of reducing local train service & ridership which would be inconsistent with the City's General Plan and TCP.	3.12 - Local Growth, Station Planning, and Land Use
	▪ Coordination of station upgrade and construction – stage HST construction schedule to avoid impact to the existing grade separation project and avoid cumulative construction-related impacts.	2.0 - Alternatives 3.18 – Construction Impacts
City of San Mateo Fire Department Fire Chief March 5, 2009	▪ Public services – put in place plans to address: - Training for local fire departments - Traffic & circulation problems due to both temporarily and permanently blocked roadways - Complicated rescues in potential tunnels - Notification of first responders to road closures and construction schedules - Participation by fire personnel in weekly design, construction & planning meetings.	3.1 - Transportation 3.18 - Construction Impacts
	▪ Public services – identify emergency situations when fire department will and will not be allowed to take command of emergency situations.	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Staffing/Funding – indicate if fire departments would receive additional funding for inspectors or other personnel necessary to enforce life safety requirements during planning and construction.	3.11 - Socioeconomics, Communities and Environmental Justice
The San Francisco Municipal Transportation Agency April 6, 2009	▪ Grade separations – require full grade separation where the HST crosses San Francisco city streets, such as at 16th Street and Owens Street; otherwise, resulting traffic congestion would disrupt vehicular and transit service.	2.0 - Alternatives 3.1- Transportation
	▪ Alignment alternative – design tracks to go underground from north of the 23rd Street tunnel into the north terminal (Transbay Transit Center)	2.0 - Alternatives
	▪ Tracks – identify significant impacts of proposed 3-4 track wide configuration which would be constrained by existing hillsides, tunnels, bridges, etc.	3.0 – Affected Environment, Environmental Consequences and Mitigation Strategies
	▪ Station design – evaluate impacts including air quality, noise, and wind to patrons waiting at the following stations: - Fourth and King - 22nd Street - Oakdale - Palou - Bayshore. ▪ Station design –supports the northern terminus at the Transbay Transit Center (rather than the Fourth and King Caltrain Station).	2.0 - Alternatives 3.2 - Air Quality 3.3 - Noise and Vibration

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Sunnyvale Mayor, City Council, and Director of Public Works March 30, 2009	▪ Station Locations – broaden analysis of potential mid-peninsula station stops to include Mountain View or Sunnyvale stop. Examine Caltrain ridership numbers prior to Baby Bullet service. ▪ Grade separation –document should assume all existing grade crossings shall be grade separation and connectivity shall be maintained. ▪ Vertical Alignment –all feasible alternatives for vertical alignment shall be identified and analyzed. ▪ Elevated Tracks –Sunnyvale prefers no new aerial structures in City.	2.0 - Alternatives 3.12 - Local Growth, Station Planning, and Land Use
	▪ Noise –noise impact analysis to shall consider local noise thresholds. ▪ Noise –noise attenuation should be a base project features in areas not currently protected by infrastructure ▪ Noise –identify potential noise generations and their effects shall be discussed, reduced and/or eliminated. ▪ Community separation–identify mitigation measures to minimize or potentially improve cross corridor connectivity and reduce the barrier effect of the rail corridor.	3.0 - Affected Environment, Environmental Consequences and Mitigation Strategies 3.3 - Noise and Vibration 3.11 - Socioeconomics, Communities and Environmental Justice 3.1 – Transportation
	▪ Design Alternatives–identify impacts of differing design alternatives resulting from changes to rail infrastructure in Sunnyvale on the functionality of the station; aesthetic and noise shall be analyzed and mitigated. ▪ Existing conditions–the bicycle/pedestrian crossing of the rail at Bernardo Avenue identified in the City planning documents shall be assessed as an existing condition. Crossing should be maintained with implementation of the HST in order to mitigate impacts to the community. ▪ Aesthetics– evaluate visual impacts of overhead wire systems and poles. Considerate improvements or mitigation to reduce impacts. ▪ Municipally Owned Infrastructure–identify and mitigate impacts to city owned infrastructure, including roads, traffic signals, bridges, utilities and real property.	2.0 – Alternatives 3.3 - Noise and Vibration 3.15 - Aesthetics and Visual Quality 3.12 - Local Growth, Station Planning, and Land Use 3.11 - Socioeconomics, Communities and Environmental Justice 3.05 - Public Utilities & Energy
	▪ Tree removal– when tree removal is required; adhere to Sunnyvale standards for tree replacement. ▪ Electrical Substations-evaluate noise, public health and aesthetic impacts resulting from electrical substations. ▪ Safety–evaluate safety risks associated with HST, including potential consequences of derailment.	3.6 - Biological Resources and Wetlands 3.3 - Noise and Vibration 3.15 - Aesthetics and Visual Quality 3.9 - Hazardous Wastes and Materials 3.10 - Safety and Security
	▪ Construction impacts–identify construction impacts relating to noise, night lighting, traffic, and air quality. ▪ ROW Acquisition–identify all required property acquisitions and mitigate impacts.	3.3 - Noise and Vibration 3.15 - Aesthetics and Visual Quality 3.1 – Transportation 3.2 - Air Quality 3.11 - Socioeconomics, Communities and Environmental Justice

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Sunnyvale Mayor, City Council, and Director of Public Works March 30, 2009 (continued)	▪ Collaborative Design– HST authority should organize a collaborative design effort involving cities, Caltrain, other public agencies and interested parties.	2.0 – Alternatives 3.15 - Aesthetics and Visual Quality See also California High-Speed Train Coordination Plan – San Francisco to San Jose Section
Palo Alto Unified School District Office of the Superintendent April 6, 2009	▪ Campus impacts (ROW) – evaluate impacts to parking, buildings, recreation on the campus, where the necessary ROW acquisition for HST would affect approximately three quarters of the campus. ▪ Campus impacts (Access) – evaluate the impacts to entrances and exits of the campus by vehicle, pedestrian, and bicycle.	3.1 - Transportation 3.11- Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 4.0 - Section 4(f) and Section 6(f) Evaluations
	▪ Safe routes to school – identify and analyze safe routes to schools, which are critical because students currently attending PAUSD facilities typically ride bikes, walk or take public transit to school.	3.1 - Transportation
	▪ School Master Plan – analyze effects on a new permanent 2-story general classroom building and a new Media Arts complex, Career Tech center, and theater (identified in Palo Alto High School Master Plan), all within a few hundred feet of the existing Caltrain ROW. ▪ City Comprehensive Plan – avoid exacerbating barrier effect of existing Caltrain tracks and identify ways to overcome. ▪ School Commute Corridors Network – evaluate safety impacts at the following school commute route intersections: - Homer - Embarcadero - Churchill - California - East Meadow - Charleston. ▪ 2003 Palo Alto Bicycle Transportation Plan – evaluate impacts on plans proposals for upgrading/grade separation of pedestrian and bicycle circulation at the Caltrain tracks.	3.1 - Transportation 3.10 - Safety and Security 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Palo Alto Unified School District Office of the Superintendent April 6, 2009 (continued)	▪ Aesthetics – address: - Impacts to aesthetics resulting from the expanded ROW and any necessary berms, sound walls, or fencing. - Appearance of overhead electrical power supply (wires, poles, insulations). - Removal or trimming of protected trees and vegetation, consistent with the City's Tree Technical Manual Tree Value Replacement Standard. ▪ Grade separation and Expanded ROW – address impacts to aesthetics, biological resources, noise.	3.3 – Noise and Vibration 3.6 - Biological Resources and Wetlands 3.15 Aesthetics and Visual Quality
	▪ Traffic & circulation – evaluate traffic impacts to streets around and leading to PA High School and other schools that would be affected during HST construction. ▪ Traffic & circulation – evaluate impacts of any proposed closures of existing at-grade crossings. ▪ Traffic & circulation – evaluate impacts to existing bike path that runs through Caltrain ROW east of Palo Alto High School ▪ Traffic & circulation – identify costs of transportation mode shift related to changes to the school commute corridors network. ▪ Traffic & circulation – address temporary school busing, as necessary, during construction.	3.1 - Transportation 3.18 - Construction Impacts
	▪ Air quality – evaluate air quality during construction and operation including changes due to track elevation and station location.	3.2 - Air Quality
	▪ Hazards – evaluate the following safety impacts and scenarios: - Derailment for elevated or at-grade tracks - Pedestrians crossing ROW - Explosion or release (both accidental and terroristic) of hazardous materials from train crashes in the following situations ◦ elevated ◦ at-grade ◦ tunnel/trench - Conflicts between passenger and freight trains - Construction - EMF	2.0 - Alternatives 3.1- Transportation 3.9 - Hazardous Wastes and Materials 3.10 - Safety and Security 3.18 - Construction Impacts
	▪ Historic resources – evaluate impacts to all historic resources and to Native American archaeological sites along the Caltrain ROW.	3.16 - Cultural Resources
	▪ Noise and vibration – analyze all impacts to the school due to noise and vibration.	3.03 - Noise and Vibration
	▪ Land use (community separation) – identify impacts of different track alignments (tunnel/trench, at grade, elevated) on community separation.	3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Palo Alto Unified School District **Office of the Superintendent** **April 6, 2009** (continued)	▪ Recreation and open space – evaluate impacts to City parks and recreation facilities.	4.0 - Section 4(f) and Section 6(f) Evaluations
	▪ Property values – identify impacts to property values due to increase noise and vibration, train frequency, and aesthetics. Consider tunnel option to reduce these impacts.	2.0 - Alternatives 3.3 - Noise and Vibration 3.11 - Socioeconomics, Communities and Environmental Justice 3.15 - Aesthetics and Visual Quality
City of Palo Alto **Office of the Mayor and City Council** **April 1, 2009**	▪ Significance Criteria – use City of Palo Alto criteria of significance for determination of impacts within the City.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
	▪ Traffic and Circulation – adhere to existing transportation related policies in the Comprehensive Plan.	3.1 - Transportation
	▪ Alternative alignments – evaluate the following options to the same level of detail as the proposed HST: - Elevated - At grade - Trench - Tunnel - Termination in San Jose and transfer to Caltrain, including possibility for reduced number of tracks in the Caltrain corridor - HST running at Baby Bullet speeds from San Francisco to San Jose (with and without mid-peninsula station in either Redwood City or Palo Alto) - Running HST underground in the Alma Street ROW while maintaining Caltrain service in JPB ROW - HST alignment along the U.S.-101 corridor - Any/all alternative(s) that would reduce the need for additional ROW - Any/all alternative(s) that would reduce the number of tracks to less than four - Alternative that does not retain freight within the Caltrain ROW between San Francisco and San Jose - Undergrounding HST to restore at-grade crossings at existing undercrossings at Embarcadero Road, University Avenue and Oregon Expressway - With tunnel option, linear park along the ROW	2.0 - Alternatives
	▪ Upgrade existing system – Based on an alternative that would terminate the HST line in San Jose, evaluate the capacity of Caltrain to transfer patrons from San Jose to further destinations (including Palo Alto). ▪ Trains – evaluate the frequency, capacity and speed of the connecting service from San Jose.	2.0 - Alternatives 3.1 - Transportation

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Palo Alto Office of the Mayor and City Council April 1, 2009 (continued)	▪ Traffic & circulation – analyze impacts to circulation, safety and emergency response of the potential closure of four existing at-grade crossings. ▪ Traffic & circulation – analyze impacts to City streets during construction, specifically detours or closures. ▪ Traffic & circulation – analyze impacts to access and providers at VTA transit center at PA station.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.1 - Transportation
	▪ Station location – identify impacts resulting from the location of an HST station in Palo Alto, independent of the HST alignment. Include impacts of increased traffic and parking demand at the station.	3.0 – Affected Environments, Environmental Consequences and Mitigation Strategies 3.1 - Transportation
	▪ Traffic & circulation – analyze impacts to bicycle/pedestrian trail that runs along the railroad tracks, some of which is located within the Caltrain ROW. ▪ Traffic & circulation – evaluate pedestrian/bicycle grade separations at the railroad per 2003 PA Bicycle Transportation Plan. ▪ Traffic & circulation – identify impacts on implementation of 2002 PA Intermodal Transit Center Plan.	3.1 - Transportation
	▪ Safety – evaluate impacts to public safety, such as derailment, crashes, pedestrian conflicts, and during construction, due to high-speed trains in close proximity to residences and public facilities.	3.10 - Safety and Security
	▪ Aesthetics – evaluate impacts to aesthetics due to the elevated structure (including underpasses and overpasses), noise and retaining walls, shade/shadow, existing and proposed vegetation/landscaping, graffiti. Complete visual modeling for each alternative (elevated, at grade, underground) of the proximate area of the rail line.	3.15 - Aesthetics and Visual Quality
	▪ Noise – use the City's significance criteria to determine potential impacts to noise. ▪ Noise – determine noise levels for each alternative (elevated, at grade, underground) for the combined operation of Caltrain, HST and Union Pacific. ▪ Noise – evaluate impacts from train horns; assume for baseline conditions that all horns have already been eliminated and that Caltrain has been electrified. ▪ Noise – evaluate noise impacts during construction. ▪ Vibration – evaluate vibration impacts during construction and operation.	3.3 - Noise and Vibration
	▪ Biological resources – evaluate impact to migratory birds, existing aquifers, and groundwater areas.	3.6 - Biological Resources and Wetlands 3.7 - Hydrology and Water Resources
	▪ Natural disaster – analyze impacts due to natural disaster (earthquake or flooding).	3.7 - Hydrology and Water Resources 3.8 - Geology, Soil, and Geologic Resources
	▪ Utilities – identify impacts of relocation of all utilities (City and otherwise) within and crossing the ROW.	3.5 - Public Utilities & Energy 3.18 – Construction Impacts

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Palo Alto Office of the Mayor and City Council April 1, 2009 (continued)	▪ Utilities – identify impacts to the proposed underground 8-hour water supply reservoir at El Camino Park.	
	▪ Hazardous materials – evaluate impacts from known toxic plumes including the plume at the Oregon Expressway railroad underpass.	3.9 - Hazardous Wastes and Materials
	▪ Air Quality – evaluate impacts to air quality during construction, and during operation due to an increase in trains and the location of a station in Palo Alto.	3.2 - Air Quality 3.18 - Construction Impacts
	▪ Trees – evaluate alternatives that would preserve the El Palo Alto redwood tree that is listed as a historic/cultural resource. ▪ Trees – evaluate impacts due to the removal or trimming of protected trees and vegetation that currently screens the Caltrain ROW, consistent with the City's Tree Technical Manual Tree Value Replacement Standards.	3.6 - Biological Resources & Wetlands 3.16- Cultural Resources
	▪ Hydrology – evaluate impacts on San Francisquito Creek, Adobe Creek, Barron Creek, and Matadero Creek with regard to riparian habitat and creek flows and stability.	3.6 - Biological Resources and Wetlands 3.7 - Hydrology and Water Resources
	▪ Historic resources – evaluate impacts to the following resources (listed and eligible): - Southern Pacific Railroad Bridge - Southern Pacific Railroad Depot (University Avenue Caltrain Depot) - "Hostess House" - University Avenue Underpass - Embarcadero Underpass - Mariposa Avenue component of the "Southgate" historic district - 3905 Park Boulevard - Significant mid-twentieth century modern properties near the HST ROW - Greenmeadow neighborhood. ▪ Historic resources – identify alternatives that would reduce potential impacts to the resources identified above. ▪ Historic resources – evaluate change in historic context to the Caltrain depot even if it is not moved or directly impacted. ▪ Cultural resources – identify impacts to Native American archaeological sites located adjacent to the Caltrain ROW including San Francisquito Creek and Matadero Creek.	3.16 - Cultural Resources
	▪ Recreation – evaluate impacts on City parks and recreational facilities. ▪ Recreation opportunities – with tunnel alternative, evaluate potential to have linear park along the length of the ROW.	4.0 - Section 4(f) and Section 6(f) Evaluations
	▪ Population and housing – evaluate impacts to population and housing, specifically the jobs/housing balance within City of Palo Alto and impacts to infrastructure.	3.12 - Local Growth, Station Planning, and Land Use

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Palo Alto Office of the Mayor and City Council April 1, 2009 (continued)	▪ Greenhouse gases – analyze emissions of greenhouse gases during construction and operation, including potential alternatives (elevated, at grade, underground). ▪ Greenhouse gases – document the reduction in greenhouse gases that has been made part of the HST project description.	3.2 - Air Quality
	▪ Community separation – identify how the potential alternatives (elevated, at grade, underground) could divide or connect the community. ▪ Land use – evaluate the impacts from land use development and parking surrounding the HST facilities. ▪ Land use – based on an underground alternative, evaluate potential for development rights (and sale) and potential impacts of that development. ▪ Land use – evaluate the impacts of the potential for high intensity land use development around the station, including economic benefits (from new business and air right developments). ▪ Land use/urban design – provide alternative design solutions with extensive urban design measures.	3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality
	▪ Property values – evaluate property values due to changes in noise, vibration, daily train operations, aesthetics, and circulation. ▪ Eminent domain – evaluate the full economic cost of eminent domain. ▪ Local businesses – evaluate economic impacts to local business districts (during construction and operation).	3.11 - Socioeconomics, Communities and Environmental Justice
	▪ Funding – evaluate potential funding mechanism from sale of air rights over an underground rail alternative.	2.0 - Alternatives
	▪ Construction costs – identify costs of construction.	2.0 - Alternatives
	▪ Scoping report – provide draft Scoping Review report including alignments and alternatives considered, and allow City to participate in final outcome of that report. ▪ Interim Status Report – create an Interim Status Report, provided to the City and to include: - Ridership forecasts for HST and Caltrain - Feasibility of HST station locations - Number of tracks and ROW widths through PA - Eminent domain requirements for each alternative (elevated, at grade, underground) - Construction details and phasing. ▪ Regular meetings – meet with the City monthly to exchange information and provide updates.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
City of Palo Alto Office of the Mayor and City Council March 4, 2009 (encompassed fully in subsequent April 1, 2009 letter)	▪ Requests that urban design be as high a priority as engineering considerations. ▪ Requests collaborative team to develop urban design alternatives to include in the EIR/EIS. ▪ Protect walkable, bikeable communities. ▪ Ensure that portions of the Town are not separated, physically or visually, from each other. ▪ Keep local road crossings open. ▪ Evaluate at-grade, above-grade, and below-grade trench and tunnel options. ▪ Wants collaborative team (The Authority, Caltrain, and HNTB) to develop project alternatives to address all local concerns during scoping period. ▪ Maintain and improve the existing Caltrain Baby Bullet and local service. ▪ Integrate HST and Caltrain services.	2.0 - Alternatives 3.1- Transportation 3.12 - Local Growth, Station Planning and Land Use 3.15 - Aesthetics and Visual Quality
City of Palo Alto Office of the Mayor and City Council March 27, 2009	▪ Scoping process – appreciates the participation and interaction up to this point and wants to continue the process as an engaged participant. ▪ Process update – wants to be involved well before the Draft EIR/EIR would be circulated. Wants to receive a draft of the Scoping Report and participate in its preparation prior to finalization. ▪ Regular community meetings – supports the Authority staff willingness to continue the meetings over the preparation of the Draft EIR/EIS	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
Town of Atherton, California Parks and Recreation Commission April 10, 2009	▪ Park – acknowledge impacts to Holbrook-Palmer Park, a public recreation area as well as cultural/historic resource, due to the widening of tracks and associated infrastructure needs, including the installation of sounds walls. ▪ Historic resources – acknowledge impacts to historic/cultural resources within Holbrook-Palmer Park and the Atherton station historic area due to changes to the alignment.	3.16 - Cultural Resources 4.0 - Section 4(f) and Section 6(f) Evaluations
	▪ Noise/Aesthetics – cover proposed trenching, thereby reducing noise and visual resources impacts and enhancing safety and community separation.	2.0 - Alternatives 3.3 - Noise and Vibration 3.11 - Socioeconomics, Communities and Environmental Justice 3.15 - Aesthetics and Visual Quality
	▪ Mitigation measures – evaluate potential additional impacts that result from proposed mitigation measures.	3.0 - Affected Environment, Environmental Consequences and Mitigation Strategies
	▪ Property taking – opposes the use of eminent domain to take a portion of Holbrook–Palmer Park for the HST. Suggests use of alternative (aerial, elevated fill, trench, underground, tunnel) to reduce the need for this taking.	2.0 - Alternatives 3.16 - Cultural Resources 4.0 - Section 4(f) and Section 6(f) Evaluations

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Town of Atherton, Office of the Mayor March 3, 2009	▪ Tracks – the number of tracks necessary to construct the proposed HST with and without Caltrain must be determined before impacts and mitigation measures can be determined. Environmental analysis should take place after these decisions are made. ▪ ROW – only after the number of tracks is decided, can the necessary ROW be determined. ▪ Track capacity – adequate for 2035 planning horizon? Adequate to accommodate HST and coordination with other systems? ▪ Track capacity – Must be designed to accommodate current and future service levels	2.0-Alternatives See Alternative Analysis Report See California High Speed Train Coordination Plan- San Francisco to San Jose Section
	▪ Economics – determine the economic and social impacts to communities along the Peninsula ▪ Costs – true cost of proposed mitigation measures	2.0-Alternatives 3.11 -Socioeconomics, Communities, and Environmental Justice 3.18-Construction Impacts
	▪ Alternative Alignment – trench and tunnel alignments must be fully analyzed before proposing mitigation measures ▪ Alternative Alignment – Alternative without HST in the Caltrain corridor ▪ Final design plans should only be prepared on the "correct" alignment, not the Caltrain corridor ▪ Alternative Alignment – dedicated tracks between local service tracks ▪ Alternative Design – I-280/I-380 or U.S.-101 Corridors ▪ Alternative Alignment – Pacheco Pass and Altamont routes need to be analyzed ▪ Alternative Design – HST needs dedicated tracks & boarding platforms. Could require greater ROW and cost. ▪ Alternative Design – third rail system (prefer this if tunnel/trench is not accomplished) ▪ Alternative Design – Trans-Bay tube	2.0 -Alternatives See Alternative Analysis Report
	▪ HST needs to be designed to cover the "long haul" routes and not provide redundant local service (Caltrain Express & Baby Bullet)	2.0 -Alternatives
	▪ Station location – location of station(s) along Peninsula must be determined. Is a station on the Peninsula really necessary or desired by the community? ▪ Station location – mid-peninsula stop/station would require greater ROW to accommodate appropriate boarding platforms	2.0 -Alternatives 3.12 -Local Growth, Station Planning and Land Use
	▪ Connectivity with other systems – future of Dumbarton Rail project must be 1) finalized and 2) considered for in determining HST ▪ Connectivity with other systems – connectivity with Capitol Corridor, ACE, and Amtrak Coast Starlight ▪ Ridership and schedules of HST and Caltrain need to be coordinated to develop long-range plans ▪ Freight – coordination with freight is necessary	2.0 -Alternatives See California High Speed Train Coordination Plan- San Francisco to San Jose Section

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Town of Atherton, Office of the Mayor March 3, 2009 (continued)	▪ Status reports – upon reaching major project and/or design milestones, an Interim Status Report should be published and allowed for public comment	See California High Speed Train Coordination Plan- San Francisco to San Jose Section
	▪ Public input – communities need to be consulted as design continues and progresses. Some communities may prefer train noise to the aesthetic impacts of sound walls. ▪ Public information – Renderings and models must be made available to the public of aesthetic impacts (catenaries, sound walls, etc)	See California High Speed Train Coordination Plan- San Francisco to San Jose Section
	▪ Noise – per FRA regulations, horn sounding at crossings is being eliminated. Existing train horn noise needs to be removed from model. Diesel locomotives as well. ▪ Noise – noise model needs to be adjusted to include electrification of Caltrain. ▪ Noise – noise model needs to be adjusted to address wind noise. ▪ Noise – potential impacts to properties adjacent to those be taken (or partially taken) for the ROW that will now interface with the HST	3.3 – Noise and Vibration
	▪ Aesthetics – impacts from sound walls and electrification catenaries ▪ Aesthetics – potential impacts to properties adjacent to those be taken (or partially taken) for the ROW that will now interface with the HST	3.15 – Aesthetics and Visual Quality
	▪ Environmental impacts – the proposed project did not consider dedicated tracks so potential impacts were not identified. Additional impacts (identified) must be addressed. ▪ Program versus Project level EIR – there were several comments as to what stage of the environmental process is the most appropriate for addressing specific issues.	2.0 - Alternatives 3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.18 - Construction Impacts
	▪ Heritage trees – potential impacts from removal of mature and heritage trees ▪ Recreation – the widened tracks and associated development will interfere with Holbrook-Palmer Park.	3.6 – Biological Resources and Wetlands 3.16 – Cultural Resources 4.0 - Section 4(f) and Section 6(f) Evaluations
	▪ Historic resources – the widened tracks and associated development will interfere with the historic train station and its site. Additional historic buildings in town could also be affected.	3.16 – Cultural Resources
	▪ Public services – potential impacts to Atherton's police, City Hall, post office, library, permit center, and public works corporation yard must be addressed.	3.11 - Socioeconomics, Communities, and Environmental Justice
	▪ Costs of ROW – property values in the Peninsula are so high and the cost of ROW needs to be addressed. Property value used in analysis is undervalued. ▪ Property values – devaluation due to HST	2.0 - Alternatives 3.11 - Socioeconomics, Communities, and Environmental Justice
	▪ Interference – interference with electronics in nearby neighborhoods	3.4 - EMI/EMF 3.9 - Hazardous Materials and Wastes
	▪ Alternatives – project alternatives to reduce potential impacts must be addressed	2.0 – Alternatives

Table 3.1.1: Summary of Written Public Scoping Comments (Agencies)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Town of Atherton, Office of the Mayor March 3, 2009 (continued)	▪ Construction costs	2.0 – Alternatives 3.18-Construction Impacts
	▪ Air Quality – construction and operational	3.2- Air Quality
	▪ Safety impacts – operational	3.10- Safety and Security
	▪ Construction impacts	3.18-Construction Impacts
	▪ Traffic – local traffic impacts due to grade separations and subsequent roadway reconfigurations	3.1- Transportation
	▪ Urban design – urban design of the surrounding community must be a consideration in HST development	3.15 – Aesthetics and Visual Quality
Town of Atherton, California Office of the Mayor March 18, 2009	▪ Aesthetics – requests that urban design be as high a priority as engineering considerations. ▪ Aesthetics – requests collaborative team to develop urban design alternatives to include in the EIR/EIS. ▪ Traffic & circulation – protect walkable, bikeable communities. ▪ Community separation – ensure that portions of the Town are not separated, physically or visually, from each other. ▪ Grade crossings – keep local road crossings open. ▪ Alternative design – evaluate at-grade, above-grade, and below-grade trench and tunnel options. ▪ Alternative design – wants collaborative team (The Authority, Caltrain, and HNTB) to develop project alternatives to address all local concerns during scoping period. ▪ Upgrade existing services – maintain and improve the existing Caltrain Baby Bullet and local service. ▪ Coordination with existing services – integrate HST and Caltrain services.	2.0 - Alternatives 3.1 - Transportation 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality

3.3 SUMMARY OF WRITTEN PUBLIC SCOPING COMMENTS FROM ORGANIZATIONS

Written scoping comments were received from a variety of organizations, including civic groups, Chambers of Commerce, homeowners and neighborhood associations, large business enterprises, and special interest groups. Table 3.1.2 identifies the 36 letters, emails, and other form of written correspondence received from organizations, summarizes their comment, and indicates in which section of the EIR/EIS those comments would likely be addressed. The communications received from each organization is reproduced in Appendix K.

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Acterra **April 2, 2009**	▪ HST through the existing corridor could threaten the health of El Palo Alto Park and require the removal of native trees. ▪ ROW should be shifted 10 meters to the northwest in order to preserve habitat.	2.0 - Alternatives 3.6 - Biological Resources and Wetlands 4.0 - Section 4(f) and Section 6(f) Evaluations
AMTRAK **January 27, 2009**	▪ The HST authority, Transbay Authority, Caltrain, Caltrans and Amtrak need to coordinate in order to accommodate the Coast Daylight train which will be an Amtrak route funded by Caltrans and will run two round trips daily.	N/A, see California High-Speed Train Coordination Plan – San Francisco to San Jose Section
Atherton Civic Interest League **March 31, 2009**	▪ Adverse impacts identified should be mitigated during the planning phase. ▪ Consider alternatives to reduce aesthetic, noise and land use impacts. ▪ Consider trenching or tunneling to minimize impacts. ▪ Demonstrate transparency in the planning process for routes, details and costs.	2.0 - Alternatives 3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.3 - Noise and Vibration 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality See California High-Speed Train Coordination Plan – San Francisco to San Jose Section
Atherton Heritage Association **March 5, 2009**	▪ Analyze impacts to biological resources. ▪ Underground tracks in order to avoid community separation.	2.0 - Alternatives 3.6 - Biological Resources and Wetlands 3.12 - Local Growth, Station Planning, and Land Use
Atherton Tree Committee **April 3, 2009**	▪ Analyze impacts to biological resources along the corridor. ▪ Acknowledge project would result in damage to the character of Atherton. ▪ Acknowledge views in city would be diminished due to presence of elevated tracks and electrical lines. ▪ Use alternate routes along the Altamont Pass, the U.S. 101 corridor or I-280 corridor. ▪ Underground tracks through Atherton.	2.0- Alternatives 3.6 - Biological Resources and Wetlands 3.11 - Socioeconomics, Communities and Environmental Justice 3.15 - Aesthetics and Visual Quality 3.16 - Cultural Resources
Bellarmine College Preparatory **March 26, 2009**	▪ Evaluate noise and vibration impacts on adjacent sensitive receptors. ▪ Provide shade and shadow analysis. ▪ Provide safety measures. ▪ Disclose extent of property acquisition at school, if any.	3.3 - Noise and Vibration 3.10 - Safety and Security 3.11- Socioeconomics, Communities and Environmental Justice 3.15 - Aesthetics and Visual Quality

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Charleston Meadows Association April 3, 2009	▪ Acknowledge high wall will result in negative impacts to community. ▪ Allow citizens of affected counties to vote on HST proposed, including no build. ▪ Extend comment period to allow citizens to provide detailed comments. ▪ Opposed to elevated tracks in residential neighborhoods.	2.0 - Alternatives 3.3 - Noise and Vibration 3.15 - Aesthetics and Visual Quality
Charleston Meadows Association April 4, 2009	▪ Analyze project-produced emissions based on final grade design of the project. ▪ Consider potential of removal of trees and vegetation in relationship to the absorption of pollution. ▪ Analyze noise and vibration impacts. ▪ Acknowledge that noise barriers walls will result in negative visual impacts. ▪ Consider FRA regulation on Quiet Zones when monitoring existing noise conditions which would result in the noise impact along the peninsula to be at high level in contrast to the medium level stated in the program EIR/EIS. ▪ Evaluate the potential for the physical division of a community as a result of barriers. ▪ Evaluate impacts to Robles Park. ▪ Analyze consistency with applicable planning documents in the city of Palo Alto. ▪ Analyze impacts resulting from proposed sound wall along the alignment. ▪ Comply with Palo Alto Tree Protection Standards. ▪ Include discussion of pedestrian and bike routes, and existing transit systems in the city of Palo Alto. ▪ Analyze traffic conditions for all vertical alignment options. ▪ Include a cumulative analysis. ▪ Evaluate safety conditions associated with different vertical alignments to homes, schools, parks and businesses. ▪ Address impacts associated with seismic ground shaking. ▪ Mitigate impacts relating to derailment on elevated track. ▪ Include implementation of the electrification plan and quiet zones as part of the no project alternative. ▪ Requests the Authority adopt the appraisal strategy recommended by Silicon Valley Association of Realtors.	2.0 - Alternatives 3.1 - Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.5 - Public Utilities & Energy 3.6 - Biological Resources & Wetlands 3.8 - Geology, Soils and Geologic Resources 3.10 - Safety and Security 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.17 - Cumulative Impacts 4.0 - Section 4(f) and Section 6(f) Evaluations
Citizens Committee to Complete the Refuge April 1, 2009	▪ Prepare a biological resource assessment and include special status species which inhabit the grasslands along the corridor. ▪ Identify impacts to migratory birds as a result of elevated tracks and electrified poles.	3.6 -Biological Resources and Wetlands

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Felton Gables Homeowners Association April 2, 2009	▪ Evaluate community impacts. ▪ Acknowledge air quality, light, noise and traffic impacts would occur with an aboveground option. ▪ Analyze and mitigate impacts on surrounding land uses. ▪ Evaluate the potential division of an established community and land use compatibility. ▪ Evaluate changes in visual character and quality as a result of an elevated track. ▪ Provide shade and shadow analysis. ▪ Evaluate visual impacts associated with removal of trees. ▪ Disclose the extent of tree removal. ▪ Evaluate impacts to biological resources. ▪ Evaluate safety impacts relating to train compatibility. ▪ Evaluate impacts to public services. ▪ Evaluate traffic impacts and air quality impacts during construction and operation. ▪ Evaluate tunnel and trenching alternatives. ▪ Prohibit the project from moving forward until the entire HST route is secured. ▪ Requests information on how will cities be compensated for damage done to roads. Require financing to ensure completion of entire HST project. ▪ States that project will result in decline in home values and quality of life. ▪ Disclose extent of properties taking acquired through eminent domain and impacts to affected properties. ▪ States that barrier walls will make homes and businesses uninhabitable. ▪ States that loss of business will occur. ▪ Need transparency throughout the planning process. ▪ Require additional information before draft EIR is released. ▪ States that previous HST actions have not fostered trust.	2.0 - Alternatives 3.1 - Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.6 - Biological Resources and Wetlands 3.10 - Safety and Security 3.11- Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning and Land Use 3.15 - Aesthetics and Visual Quality See California High-Speed Train Coordination Plan – San Francisco to San Jose Section

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Greater East San Carlos Neighborhood Association	▪ Address need for adequate long term parking at Caltrain stations ▪ Evaluate spillover parking impacts to surrounding residential areas ▪ Use landscaping as a buffer to shield adjacent residential uses from noise, wind and overhead caternary wires. ▪ Evaluate existing and potential vibration impacts from train usage. ▪ States that vibration has resulted in cracks in houses along the corridor. ▪ Address need for pedestrian and bicycle connection between East and West San Carlos. ▪ Make stations handicap accessible. ▪ Remove Kelly Moore Spur. ▪ Incorporate safety provisions into project. ▪ Address impacts to historic landmarks. ▪ Evaluate noise impacts during construction and operation of project. ▪ Develop noise mitigation for local residents. ▪ Train should be underground in San Carlos. ▪ States that existing elevated tracks in San Carlos have resulted in community separation, increased noise and vibration impacts. ▪ Consider relocation of passenger loading platform in San Carlos. ▪ States that the planned SamTrans Transit Village currently in its planning stages would not be compatible with proposed HST. ▪ Suggests that Caltrain and SamTrans evaluate viability of planned transit projects. ▪ Requests information about whether impacted residents would be compensated for losses. ▪ Requests information how property values will be affected.	2.0- Alternatives 3.1 – Transportation 3.2 – Air Quality 3.3 - Noise and Vibration 3.10 - Safety and Security 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality 3.16- Cultural Resources
Greenmeadow Community Association APRIL 6, 2009	▪ Evaluate all environmental impacts resulting from all possibly HST elevated rail options and provide mitigation. ▪ Evaluate compatibility of planned land uses. ▪ Study traffic circulation pattern and traffic impacts during construction, such as access limitations. ▪ Evaluate safety conditions at schools along corridor. ▪ Disclose extent of tree removal and provide mitigation. ▪ Evaluate changes to visual character. ▪ Provide air quality analysis. ▪ Design HST to be entirely grade separated. ▪ Include Quiet Zones plans in no project analysis. ▪ Evaluate impacts to service levels at the San Antonio station.	2.0 - Alternatives 3.1 - Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.6 - Biological Resources and Wetlands 3.10 - Safety and Security 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning and Land Use 3.15 - Aesthetics and Visual Quality 3.18 - Construction Impacts

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Friends of the Atherton Library **Joan Sanders, President** **March 3, 2009**	▪ States that the addition of more train tracks in close proximity to the Atherton Library will result in great noise and air quality impacts. ▪ States that during the construction phase, access to the library will be reduced due to roadblocks and additional noise impacts would result.	3.2 - Air Quality 3.3 - Noise and Vibration 3.11 - Socioeconomics, Communities and Environmental Justice 3.18 - Construction Impacts
Holbrook-Palmer Park Foundation **Robert T. Franceschini Sr.**	▪ Consider land use along the corridor including parks such as the Holbrook-Palmer Park.	3.12 - Local Growth, Station Planning, and Land Use 4.0 - Section 4(f) and Section 6(f) Evaluations
Home Owners Against Loud Trains **January 29, 2009**	▪ Stop horns. ▪ Design acoustical curtains and shrouds. ▪ Receive advice from acoustical engineers to ensure best management practices are used. ▪ Treat vertical alignment similarly beginning in Menlo Park and continuing through Palo Alto, Alma and Stanford. ▪ Eliminate diesel trains. ▪ Relocate residents during construction phase. ▪ Financially compensate land owners if land is acquired, or tenants are lost.	2.0 - Alternatives 3.3 - Noise and Vibration 3.5 - Public Utilities & Energy 3.11 - Socioeconomics, Communities and Environmental Justice 3.18 - Construction Impacts
League of Women Voters of South San Mateo County **January 22, 2009**	▪ Provide calculations of greenhouse gas emissions reductions resulting from the proposed project. ▪ Disclose growth inducing impacts. ▪ Evaluate compatibility with transit-oriented development along corridor. ▪ Address all potential impacts relating to land acquisitions, aesthetics, noise, community separation, circulation, and impacts on local businesses during both construction and operation. ▪ Provide mitigation for all impacts. ▪ Supports Transbay T/Caltrain Extension in San Francisco. ▪ States that HST will provide easy access to regional airports. ▪ Evaluate impacts to local businesses.	2.0 - Alternatives 3.01- Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality 3.18 - Construction Impacts

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Menlo Park Chamber of Commerce	▪ Study land use patterns including transportation. ▪ Identify the construction time frame. ▪ Identify mitigation measures to be included to minimize construction impacts. ▪ Analyze consistency with land use plans, and transportation plans. ▪ Describe compatible land uses and transit oriented development along ROW. ▪ Protect historic buildings. ▪ Provide mitigation for noise, vibration and air quality impacts during construction and operation. ▪ Enhance safety provisions for passengers, bikers, pedestrians and drivers. ▪ Address all environmental impacts including the carbon footprint of project. ▪ Mitigate impacts to biological resources including removal of trees or other landscaping. ▪ Consider alternatives to accomplish grade separation. ▪ Disclose number of tracks required. ▪ Coordinate with local transportation agencies and transit services. ▪ Coordinate with Caltrain to accomplish Caltrain 2025 plan to provide electrification. ▪ Address economic impacts and benefits of rail improvements. ▪ Minimize the need to acquire additional properties along the ROW. ▪ Identify how businesses will be impacted. ▪ Compensate business owners for loss of business due to access limitations during construction. ▪ Update agencies, interested parties and property owners throughout decision-making process.	2.0 - Alternatives 3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.1 - Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.5 - Public Utilities & Energy 3.16 - Biological Resources and Wetlands 3.10 - Safety and Security 3.11- Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning and Land Use See California High-Speed Train Coordination Plan – San Francisco to San Jose Section
Millbrae Historical Society **March 31, 2009**	▪ Provide space for future rail expansion and to be included in project design.	2.0 - Alternatives

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Palo Alto Council of PTAs **April 2, 2009**	▪ Provide complete analysis of all linear rail options including at-grade, elevated or depressed (open trench and tunnel) at an equal level of detail to disclose all environmental, economic, visual, and operational impacts or benefits. ▪ Provide safe routes to school for students. ▪ Analyze potential effects of various linear rail corridor elevations on school routes and school facilities. ▪ Analyze impacts to designated school commute route intersections which provide access to Palo Alto Unified School District's school sites (see letter for intersections). ▪ Analyze all potential grade separation scenarios to the same level of detail. ▪ Evaluate alternative that would terminate in San Jose and rely on upgraded electrified and grade separated Caltrain Commuter Trains. ▪ Evaluate alternatives which would eliminate or reduce the need to acquire ROW. ▪ Evaluate alternatives that would reduce the number of required tracks in the ROW to less than four. ▪ Evaluate an alternative that does not retain freight service. ▪ Describe the design requirement to accommodate freight trains and if these can be accommodated. ▪ Utilize the upgraded, electrified Caltrain Commuter to provide connection from San Francisco to San Jose. ▪ Upgrade existing rail facilities in order to increase speed and improve access, which would not require additional tracks. ▪ Disclose long-term costs of transportation mode shift on individuals utilizing transportation routes. ▪ Evaluate the need to acquire ROW for construction purposes to accommodate shoofly tracks.	2.0 - Alternatives 3.1 - Transportation
Palo Alto Humane Society **April 6, 2009**	▪ Address access issues to local businesses in Menlo Park. ▪ Mitigate traffic impacts during construction. ▪ Allow through access during construction. ▪ Address parking impacts. ▪ Allow animals on trains.	2.0 - Alternatives 3.1 - Transportation 3.18 - Construction Impacts
Palo Alto Medical Foundation **March 23, 2009**	▪ Examine and mitigate impacts of vibration, noise and electrical interference on sensitive receptors including Palo Alto Medical Foundation Clinic on 49 Wells Avenue and 795 El Camino Real.	3.3 - Noise and Vibration 3.4 - EMI/EMF
Park Forest Three Homeowners Association **April 5, 2009**	▪ Underground HST.	2.0 - Alternatives

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Park Lane Condominium Owners Association April 4, 2009	▪ Supports HST. ▪ Undergrounding of tracks will prevent impacts to biological resources and would create the least disturbance to the community during both construction and operation. ▪ Underground tracks through Menlo Park. ▪ Concerned about the impacts to residents' way of life, property values and the Menlo Park community.	2.0 - Alternatives 3.6 - Biological Resources and Wetlands 3.11 - Socioeconomics, Communities and Environmental Justice 3.18 - Construction Impacts
Preservation Action Council of San Jose Brian K. Grayson, Interim Executive Director April 3, 2009	▪ Need to recognize several city landmarks and historical properties, including Diridon Station, within the nexus of the project that were not identified. ▪ Asks if Diridon Station will be destroyed as a result of the project. Wants consideration of alternatives to the destruction of the station. ▪ Evaluate cultural resource impacts associated with the undergrounding of the tracks. ▪ Asks how historic integrity will be maintained. ▪ States that adherence to Secretary of the Interior Design Standards should disclose construction and operation impacts of the HST on historic properties. ▪ Provide mitigation to reduce construction impacts. ▪ Asks what metrics will be used to determine level of significant on historic structures. ▪ Incorporate design standards and mitigation into the proposed project to prevent aesthetic impacts to the historic Diridon Station. ▪ Asks how the aesthetic impacts will be evaluated in order to determine the level of environmental significance of the loss of aesthetics. ▪ Evaluate aesthetic impacts associated with the undergrounding of the tracks. ▪ Evaluate noise impacts associated with the undergrounding of the tracks. ▪ Asks whether properties will qualify for noise mitigation such as window soundproofing. ▪ Evaluate the undergrounding of the HST.	2.0 - Alternatives 3.3 - Noise and Vibration 3.15 - Aesthetics and Visual Quality 3.16 - Cultural Resources 3.18 - Construction Impacts

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Redwood City Chamber of Commerce March 4, 2009	▪ Include findings of the "Footprint Study" funded by San Mateo County Transportation Authority. ▪ Provide consistency analysis of existing planning documents. ▪ Analyze transit access and circulation at stations. ▪ Identify noise and vibration impacts due to increased train frequency. ▪ Disclose construction impacts and provide mitigation measures. ▪ Analyze and mitigate impacts to biological resources, in order to mitigate loss of trees. ▪ Provide landscape plan. ▪ Analyze alternatives with and without station in Redwood City. ▪ Provide for continued freight operations along the corridor. ▪ Consider other transits plans and projects. ▪ States that Caltrain and the Authority should coordinate to implement electrification plans. ▪ Disclose economic impacts to determine if a HST station would be beneficial. ▪ Asks how impacted businesses will be compensated. ▪ Minimize the extent of property acquisitions through effective design alternatives. ▪ Provide process updates and additional opportunities to comment as design alternatives arise. ▪ Continue outreach throughout planning process.	2.0 - Alternatives 3.1 - Transportation 3.3 - Noise and Vibration 3.6 - Biological Resources and Wetlands 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.18 - Construction Impacts See California High-Speed Train Coordination Plan – San Francisco to San Jose Section
San Francisco Bay Rail Road March 27, 2009	▪ Consider in planning process the need for freight rail and potential alternatives which could accommodate freight rail. ▪ Supports improved freight rail infrastructure which could be accommodated with improved passenger rail services. ▪ Continue to share the ROW with freight. ▪ Supports HST project and Caltrain electrification.	2.0 - Alternatives
San Jose Arena Management Corporation March 1, 2009	▪ Evaluate parking impacts to HP Pavilion. ▪ Evaluate impacts on traffic access to HP Pavilion. ▪ Evaluate pedestrian safety. ▪ Evaluate construction impacts including traffic, access and parking. ▪ Evaluate aesthetic impacts on HP Pavilion including the presence of a parking lot associated with train operations. ▪ Provide regular progress updates and opportunities to coordinate with the Authority.	3.1 - Transportation 3.15 - Aesthetics and Visual Quality 3.18 - Construction Impacts

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Save our Trails **April 6, 2009**	▪ Analyze impacts to identified/designated trails. ▪ Analyze noise, vibration and air current impacts. ▪ Analyze aesthetic impacts. ▪ Identify all significant impacts, and justify less-than-significant impacts. ▪ Analyze alternatives or mitigation measures to eliminate significant impacts. ▪ Analyze the undergrounding of the HST at designated trail crossings. ▪ Analyze above grade crossing at trails.	2.0 - Alternatives 3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.1 - Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality 4.0 - Section 4(f) and Section 6(f) Evaluations
Seaport Industrial Association **Greg Greenway, Executive Director** **April 3, 2009**	▪ Study the impacts of high-speed rail design and implementation on current and future freight rail capacity along the San Francisco - San Jose segment. ▪ States that freight trains must also be able to use the corridor to meet current and future demand to move cargo by rail. ▪ States that the future of the port of Redwood City depends on how the HST and Caltrain systems are designed and must accommodate freight rail. ▪ Supports HST, accommodating both passenger and cargo movement.	2.0 - Alternatives
Silicon Valley Association of Realtor	▪ Asks what environmental and fiscal impacts will occur during construction and operation of the proposed HST to properties located along the Caltrain corridor. ▪ Asks how impacts will be mitigated. ▪ Asks whether mitigation will be included to mitigate negative impacts by existing transit infrastructure on private property. ▪ Asks if the proposed project would lead to displacement or removal of groundwater. ▪ Asks if removal of groundwater will impact the foundations of properties. ▪ Fully disclose land acquired through eminent domain, including how the property value will be assessed, the extent of acquisitions, the estimated cost of acquiring properties and when the eminent domain process will commence and conclude. ▪ Asks how landowners will be compensated for damages to their property. ▪ Evaluate existing land uses to determine the compatibility, and type and severity of potential impacts.	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.7 - Hydrology and Water Resources 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use
Silicon Valley Bicycle Coalition	▪ States that HST facilities should be bike accessible and compatible, including bike routes to station and bike parking. ▪ Study the feasibility of a multi-use path in the HST ROW which could serve as a linear park and provide safe routes for pedestrians.	2.0 - Alternatives

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Stuart M. Flashman on behalf of the Planning Conservation League, the California Rail Foundation, the Bay Rail Alliance, and the Transportation Solutions Defense and Education Fund April 3, 2009	▪ Address impacts not identified in program-level EIR. ▪ Address impacts resulting from property taking, displacing existing residents and businesses. ▪ Address impacts to mature trees. ▪ Address safety impacts relating to the compatibility of joint use of the ROW with freight and passenger rail. ▪ Specify what replacement land will be purchased to mitigate the farmlands, wetlands, and wildlife habitat impacts of the project. ▪ Replacement land must be of equal value to land being lost, including value of recovery habitat. ▪ Identify impacts to residents and businesses including visual noise, and vibration. ▪ Impacts associated with sound barriers including visual and community dividing impacts. ▪ Analyze impacts of specific station locations. ▪ Include incentives to use public transportation as mitigation. ▪ Price parking at station to discourage automobile use and limit street parking in surrounding neighborhoods. ▪ In order for HST to become carbon neutral, consider CO2 produced by passengers and employees in accessing the stations. ▪ Revise growth inducement analysis prepared for program EIR to consider station locations. ▪ Reconsider the alignment alternative through Altamont Pass including adequate analysis. ▪ If significant and unavoidable impacts result from proposed project, analyze the Altamont Pass alternative. ▪ Consider additional carbon cost of using 4th Street Station compared to Transbay Terminal. ▪ Address how proposed use will be reconciled with UPRR's rights. ▪ Disclose impacts that would result from the reconciliation of conflicting interests. ▪ Locate HST stations to maximize connectivity with local and regional transit providers. ▪ Disclose extent of ROW acquisitions and impacts to local businesses and residents. ▪ Propose mitigation that encourages transit oriented development. ▪ Use appropriate zoning control to protect against project induced sprawl.	2.0 - Alternatives 3.1 - Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.4 - EMI/EMF 3.5 - Public Utilities and Energy 3.6 - Biological Resources and Wetlands 3.7 - Hydrology and Water Resources 3.8 - Geology, Soils, and Geologic Resources 3.9 - Hazardous Wastes and Materials 3.10 - Safety and Security 3.11 - Socioeconomics, Communities and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.13 - Agricultural Lands 3.15 - Aesthetics and Visual Resources 3.16 - Cultural Resources 3.17 - Cumulative Analysis 4.0 - Section 4(f) and Section 6(f) Evaluations

Table 3.1.2: Summary of Written Public Scoping Comments (Organizations)

COMMENTER	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Union Pacific Railroad (UPRR) **February 23, 2009**	▪ Identify impacts to existing freight services within the ROW. ▪ Comply with applicable construction standards including UPRR, FRA and CPUC. ▪ Protect the rights of UPRR and mitigate all adverse impacts to company's satisfaction. ▪ Prohibit building or operating the HST within UPRR ROW southward of Lick. ▪ Mitigate impacts to freight operations. ▪ Provide grade separated cross-over for freight trains at necessary locations. ▪ If necessary, completely separate freight trackage that meet UPRR construction and operation standards, and are compliant with FRA and CPUC standards. ▪ Require that PCJPB and the Authority honor their contract with UPRR and protect right of UPRR, which is under jurisdiction of the Surface Transportation Board. ▪ Mitigate all impacts to UPRR ROW to UPRR's satisfaction. ▪ Study ways to insure UPRR against liability or risk associated with operation of the HST and freight within the same ROW, including liability to HST patrons. ▪ Meet with UPRR to better understand intentions regarding use of UPRR ROW. ▪ States there would be an incompatibility of slow speed and fast speed trains on the same track. ▪ States that HST may not force the abandonment of freight services. ▪ States that freight operations must not be adversely affected by construction or operation of HST. ▪ States that it is not in UPPR's best interest to permit any proposed HST alignment on ROW.	2.0 - Alternatives 3.1 - Transportation
Union Pacific Railroad **May 13, 2008**	▪ Requests that HST not require use of UPRR operating ROW or interfere with UPRR operations as freight service cannot be jeopardized.	2.0 - Alternatives 3.1 - Transportation
Union Pacific Railroad **July 7, 2008**	▪ Consider corridor routes that do not utilize UPRR ROW ▪ States that due to limited width throughout the ROW, UPRR ROW cannot accommodate HST rail, which would limit expansion possibilities and disrupt services. ▪ States that UPRR has easement over Caltrain tracks between San Francisco and San Jose. ▪ States that project would interfere with UPRR's ability to provide freight service to port of San Francisco. ▪ States project would have substantial impact on freight services.	2.0 - Alternatives 3.1 - Transportation
Willow Glen Neighborhood Association **April 10, 2009**	▪ Evaluate an alternate route beginning from Tamien station, following SR 87 to I-280, and then going underground to Diridon Station. ▪ Evaluate an alternate route from trench adjacent to UPPR ROW underground to Diridon Station. ▪ Evaluate all impacts along these two alternatives.	2.0 - Alternatives

3.4 SUMMARY OF WRITTEN PUBLIC SCOPING COMMENTS FROM INDIVIDUALS

Written scoping comments were received from a large number of individuals. Table 3.1.3 summarizes their comment based on the general topics and subtopics, where relevant, that were described earlier in Section 3.1, and indicates in which section of the EIR/EIS those comments would likely be addressed. The communications received from individuals are reproduced in Appendix I.

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
TOPIC 1: PROTECTION OF THE ENVIRONMENT		
Aesthetics	▪ Aesthetic pollution from elevated tracks ▪ Visual blight from walls and overhead wires ▪ Light pollution from train lights ▪ Graffiti on walls ▪ Need for creating architecturally pleasing grade crossings ▪ Maintaining the landscape along the ROW ▪ Amount of signage	3.15 - Aesthetics and Visual Quality
Air Quality	▪ Allergies from smog ▪ Cleaner air ▪ Estimate carbon emissions of trains compared to planes from SFO to LAX ▪ Fumes and carcinogens ▪ Dust from construction and operation ▪ Generation instead of reduction of pollution	3.2 - Air Quality
Agricultural Resources	▪ Identify all impacts to agricultural resources	3.13 - Agricultural Land
Biological Resources	▪ Analyze impacts from removal of trees ▪ Analyze impacts to the El Palo Alto tree ▪ Protect open space and parks from taking ▪ Identify impacts resulting from the disruption of wildlife corridors ▪ Current GAP contains inadequate biological data ▪ Electronic availability of CHRIS data	3.6 - Biological Resources and Wetlands
Climate Change	▪ Consider climate change and sea level rise when deciding on vertical alignment options ▪ Prove that project would decrease greenhouse gas emissions	3.2 - Air Quality
Construction Impacts	▪ Evaluate impacts from dust and debris during construction ▪ Impacts to parks and open space during construction ▪ Disclose phasing and schedule of construction ▪ Evaluate impacts to human health	3.9 - Hazardous Wastes and Materials 3.18 - Construction Impacts 4.0 - Section 4(f) and Section 6(f) Evaluations
Cultural/ Historic Resources	▪ Preserve historic peninsula areas ▪ Meet National Historic Preservation Act Section 106 requirements for the corridor ▪ Preserve Southern Pacific Railroad artifacts ▪ Save Palo Alto's historic train station	3.16 - Cultural Resources
Cumulative	▪ Disclose cumulative impacts of the proposed project for cities and residents	3.17 - Cumulative Impacts
Hazards	▪ Identify EMF issues ▪ Identify impacts relating general safety hazards	3.4 - EMI/EMF 3.9 - Hazardous Materials and Wastes

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Hydrology	▪ Resolve groundwater issues from trenching with pumping ▪ Disclose flood hazards ▪ Identify floodplains in vicinity of corridor ▪ Disclose impacts to water quality	3.07- Hydrology and Water Resources
Land Use	▪ Analyze impacts to residential areas where land use changes are proposed ▪ Design tracks in anticipation of future expansion ▪ Project components should be consistent with land use policies of individual cities ▪ Encourage TOD at stations	3.12 - Local Growth, Station Planning, and Land Use
Mitigation Measures	▪ All feasible and effective mitigations must be explored	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies
Noise	▪ Identify noise pollution generated by elevated tracks ▪ Measure noise from speed, operation, and train horns ▪ Prepare new noise study ▪ Study effectiveness of sound walls ▪ Disclose impacts to schools and residents from noise ▪ Vibrations damage adjacent homes ▪ Measure radiation of noise from above ground alignment ▪ Identify change in noise from Caltrain exclusive service to Caltrain and HST operations ▪ Identify difference in noise from electric trains compared to existing trains ▪ Sounds wall may enhance noise rather than mitigate ▪ Decrease vibration ▪ Accurate sound decibel information must be presented ▪ Disclose noise impacts to hospitals ▪ Analyze proposed quiet zone conditions ▪ Study tunnel boom	3.3 - Noise and Vibration
Operational Impacts	▪ HST would decrease quality of life	3.11 - Socioeconomics, Communities, and Environmental Justice
Parks and Recreation	▪ Preserve open space	4.0 - Section 4(f) and Section 6(f) Evaluations
Population and housing	▪ Analyze impacts on population and housing	3.12 - Local Growth, Station Planning, and Land Use
Public Services	▪ Analyze impacts to emergency systems and schools	3.11 - Socioeconomics, Communities, and Environmental Justice

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Safety	▪ Identify safety and security measures during construction and operation ▪ Analyze potential for derailment of trains ▪ Disclose safety measures addressing number of tracks ▪ Concerns with trains running in residential areas ▪ HST will increase crime ▪ Study potential for train collisions ▪ Study possibility of terrorist activities ▪ Identify measures to deal with safety accidents or fatalities on tracks ▪ Identify associated public danger from high voltage power lines used by trains ▪ Include crash walls in project design	3.10 - Safety and Security
Socioeconomics	▪ Analyze impacts resulting from community division ▪ Disclose environmental justice impacts ▪ Study general socioeconomic issues	3.11 - Socioeconomics, Communities, and Environmental Justice
Traffic	▪ Identify impacts to pedestrian and bicycle circulation ▪ Analyze existing source of traffic problems at Stanford ▪ Address parking impacts ▪ Study traffic volumes at Churchill and Alma ▪ Conduct study of pedestrian uses around stations ▪ HST will result in increased traffic congestion ▪ Disclose traffic impacts to impacts intersections ▪ Prioritize alternative transportation links to train ▪ Include in project design pedestrian and bicycle friendly features ▪ Grade crossings could result in increase traffic which could affect residential neighborhoods ▪ Comply with ADA standards at all crossings and stations ▪ Identify all impacts to traffic and circulation	3.1 - Transportation
Utilities	▪ Identify source of electricity used by train ▪ Identify impacts to cellular service from electrical wires ▪ Identify impacts on local utilities services during construction ▪ Create no waste policy during construction ▪ Identify impacts to Palo Alto Emergency Water Storage ▪ Consistency with energy requirements ▪ Study alternative technology solutions	3.4 - EMI/EMF 3.05 - Public Utilities & Energy
TOPIC 2: ALTERNATIVES		
Route	▪ U.S.-101, I-280, I-580 (the Altamont Pass), along the bay (under and above), along the East Bay, Amtrak ▪ Outside the Peninsula: I-880 ▪ SR 99 ▪ Options that avoid residential areas or tunnel below	2.0 - Alternatives See Alternatives Analysis Report

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Route (continued)	▪ Adjacent to more compatible land uses ▪ Incorporate quiet zones and coordinate with the electrification project ▪ Terminate in San Jose and enable passengers to transfer to other existing systems, including the Caltrain commuter and bullet trains ▪ Connect to airports in the region ▪ Consider freight operations in selecting alignment ▪ Consider removing I-280 supports from Caltrain alignment in San Francisco to allow for development of Caltrain corridor for the HST.	
Stations	▪ Desired HST stations: Redwood City, Palo Alto, Los Banos, Millbrae, Mountain View, the Transbay Terminal, San Jose, Los Banos, Santa Nella Santa Clara, and in downtown San Francisco at Market Street between 3rd and 4th) ▪ Undesirable stations: downtown San Francisco, Millbrae, Merced, and Palo Alto, and in some cases no stations between San Francisco and San Jose should be considered for the proposed project. ▪ Preserve integrity of historic train stations ▪ Bay Area transit hub should be located at San Jose station ▪ Reconfiguration of tracks at existing stations could improve HST operating conditions ▪ Reduce the number of stops along the peninsula ▪ Connectivity to airports is important ▪ Selected stations should provide access to other transit systems	2.0 - Alternatives See Alternatives Analysis Report

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Vertical Alignment	▪ All vertical alignment scenarios should be analyzed at an equal level of detail elevating trenched, tunneled and other combinations ▪ Tracks should not be at or above grade through residential areas ▪ Tracks should be at grade to preserve rail culture ▪ Reduce or eliminate number of proposed elevated tracks ▪ No elevated tracks in peninsula ▪ Tracks should be underground to avoid impacts to community ▪ Elevated tracks should be limited to over highways, and adjacent to compatible land uses ▪ Underground tracks through Redwood City. ▪ If elevated tracks are required in Redwood City, tracks should be modeled after Belmont ▪ Tracks should be underground through Menlo Park. Palo Alto, and Atherton ▪ Air rights above tunnels should be utilized as greenway or sold to private investors to finance HST project. ▪ Impacts resulting from elevated structures must be fully mitigated ▪ Address access limitations resulting from chosen vertical alignment ▪ Impacts from barrier walls should be full mitigated ▪ Appropriate underpasses at cross streets should be designed as necessary	2.0 - Alternatives See Alternatives Analysis Report
Tracks	▪ The existing two-tracks along the ROW should be utilized ▪ A four-track system will require additional ROW throughout the corridor and stations, in some cases six-tracks will be required at stations, which cannot be accommodated with the existing ROW ▪ The outside two tracks of the four track corridor should be utilized ▪ Caltrain and HST should share tracks. Tracks constructed in the ROW should be done in a manner to be able to accommodate future expansion ▪ Curve remediation should occur to improve run times for the HST trains	2.0 - Alternatives See Alternatives Analysis Report
Other	▪ Bike facilities should be provided on both the train and the stations in order to allow passengers the convenience of bringing their bikes on board ▪ Pedestrian and bicycle routes through impacted cities should be maintained and expanded on where they cross the ROW ▪ A shuttle from the 4th and King Street station could be provided to connect riders to the Transbay Terminal ▪ Alternative energy sources should be utilized to power the HST trains ▪ Rubber wheels would reduce noise on tracks ▪ Technology at stations and on trains should include Wi-Fi and ticket machines which accept dollars ▪ HST tracks should utilize hot rail as opposed to electrification ▪ The Hat trench concept and a Maglev alternative should be explored	2.0 - Alternatives See Alternatives Analysis Report

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Other (continued)	▪ Existing train facilities and operations should be upgraded to make operations more efficient and compatible with HST trains, this includes improvements to the baby bullet trains and the electrification of Caltrain commuter trains project.	
Topic 3: Connectivity and Coordination with Other Transportation Facilities		
UPPR **Compatibility with types of trains** **Existing Operations** **Freight services** **Frequency** **# of Tracks** **Upgrading existing rail facilities** **Transfer between systems** **Connectivity** **Related Plans** **Coordination with other Transit Projects**	▪ Do not negatively impact existing freight service during construction or future freight service during operation ▪ Consider technical specifications for freight rail in design of project ▪ Ensure compatibility of freight rail and passenger rail ▪ Freight operations should occur during off-hours during the night ▪ Disclose impacts to existing passenger services during HST construction ▪ Impacts to baby bullet services ▪ Discuss overcrowding of corridor due to increased frequency and services ▪ Utilize existing transit services from San Jose ▪ Caltrain electrification project will improve operation of existing Caltrain system ▪ Prepare studies for ridership, travel times and cost calculations if existing systems are utilized ▪ Connections to existing systems is essential ▪ Project should be compatible with transit plans ▪ Promote regional coordination ▪ Disclose travel time, frequency and speed of trains ▪ Plan for future expansion and service ▪ Disclose required stopping distance ▪ Describe whose tracks will be shared ▪ Disclose ROW requirements ▪ Project construction phasing ▪ Upgrades to existing systems ▪ Other Amtrak/Caltrain services and projects ▪ Utilize related Program EIRs/EISs ▪ More government oversight ▪ Utilize foreign system design ▪ Legality of elevated structures ▪ Coinage accepted at ticket machines ▪ Allow animals onboard	2.0 - Alternatives 3.1 - Transportation 3.18 - Construction Impacts

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Topic 4: Alternative technologies		
Rubber wheels **Type of train** **Undergrounding** **Electrification** **Sources of energy**	▪ Utilize an electrified Caltrain system with Baby Bullet trains ▪ Consider full bore tunneling ▪ A two-tiered tunnel, HAT (hybrid, adaptive, and tiered) trenching ▪ Train weights ▪ Maglev systems ▪ Sound walls and sound mitigation other than sound walls ▪ Rubber wheels ▪ Alternative energy sources ▪ Wi-Fi onboard ▪ BART improvements and extensions instead of HST. ▪ Overhead catenary system (OCS), electricity from nuclear power plants ▪ Electric gates ▪ Disclose rail system utilized for HST service.	2.0 - Alternatives 3.3 - Noise and Vibration 3.5 - Public Utilities and Energy
Topic 5: Project Funding/Cost		
Construction Costs **Cost/Benefit Analysis** **Private Public Partnership** **Fares** **Community Impacts** **Social Costs** **Operation Costs**	▪ Identify source of funding ▪ Prepare study to determine ridership and profitability ▪ Describe economic viability ▪ Disclose eligibility for government subsidies ▪ Identify construction and operation costs ▪ Complete cost/benefit analysis ▪ Describe social costs ▪ Describe economic community impacts ▪ Justify fares ▪ Disclose station costs ▪ Explore public private partnerships ▪ Disclose extent and cost of land acquisition and eminent domain ▪ Describe burden on taxpayers ▪ Compare costs of tunneling and acquiring ROW. ▪ Define costs association with grade separations ▪ Disclose costs of various vertical alignment alternatives ▪ Identify costs of all safety provisions ▪ Disclose financial burden on local municipalities ▪ Identify who is fiscally responsible for project ▪ Identify impacts on real estate values and schools during all project phases ▪ Review HST business plan for accuracy and credibility ▪ Keep construction contracts in escrow	2.0 - Alternatives 3.11- Socioeconomics, Communities, and Environmental Justice

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Topic 6: Land Use and Property Acquisition		
Acquiring ROW **Eminent Domain** **Financial Compensation** **Local Businesses** **Property Values** **Future Growth**	▪ Disclose extent of property acquisitions through eminent domain ▪ Disclose lose of property value ▪ Describe potential for future taking to accommodate rail expansion ▪ Analyze impacts to local business ▪ Analyze impacts to quality of life ▪ Identify impacts to cities resulting from reduction in tax revenues ▪ Analyze impacts to loss of privacy at private residence ▪ Provide information regarding width of ROW and number of tracks ▪ Avoid eminent domain through tunneling ▪ Disclose extent of property takings, full and partial ▪ Utilize ROW as greenway, and tunnel tracks ▪ Describe municipal expenses ▪ Need consent from UPRR ▪ Compensate Residents	3.11- Socioeconomics, Communities, and Environmental Justice 3.12 - Local Growth, Station Planning, and Land Use 3.15 - Aesthetics and Visual Quality
Topic 7: Public Outreach		
Additional Meetings **Transparency** **Renderings** **Proposition 1A** **Independent Review** **Process Updates** **Project Details** **Conflict of Interest**	▪ Proposition 1A was misleading ▪ Public outreach should be improved ▪ Meetings have been poorly organized and not informative ▪ Request transparency for project planning and process ▪ Request independent reviews of alternatives ▪ Request for additional information about project including route, station locations, types of trains, width of tracks, takings ▪ Provide renderings, maps and models, and live demonstrations ▪ Provide process updates ▪ Host outreach meeting in Burlingame ▪ Provide answers to frequently asked questions online ▪ Disclose private business interests ▪ Reevaluate routes ▪ Remove conflicts of interest through the hiring of separate teams for construction and planning ▪ Present true nature of negative impacts ▪ Describe avoidance measures for cost overruns and delayers ▪ Consider public interest in planning, construction, implementation	See also California High-Speed Train Coordination Plan – San Francisco to San Jose Section

Table 3.1.3 –Summary of Written Public Scoping Comments (Individuals)

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Topic 8: Support for the Project		
Support	▪ Support for HST through Peninsula ▪ Support for HST if underground	N/A
Topic 9: Opposition to the Project		
Opposition	▪ Oppose HST through Peninsula ▪ Oppose HST if tracks are elevated ▪ Oppose HST at ground level ▪ Oppose trenching ▪ Oppose overall cost and/or design	N/A
Topic 10: Project Description		
Project Description	▪ Provide map of project route and stations ▪ Incorporate bike lane and shuttle, and freight service into project design	2.0 - Alternatives

3.5 SUMMARY OF VERBAL PUBLIC SCOPING COMMENTS

Seventeen individuals recorded their verbal comments at one of the three public scoping meetings. Their comments were recorded by a Court Reporter and produced as a meeting-specific transcript. This section is a summary of those comments. The comments are organized into the same general topics described earlier in Section 3.1 (however, no comments were received on Topic 4, Alternative Technologies, or Topic 10, Project Description). Copies of the meeting transcripts are in Appendix L.

The verbal comments received at the public meetings were generally similar in content to those received as written correspondence. Major issues by general topic are listed in Table 3.2.

Table 3.2: Summary of Verbal Public Scoping Comments

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Topic 1: Protection of the Environment		
Aesthetics **Air Quality** **Biological Resources** **Cultural Resources** **Noise Impacts** **Community Impacts** **Environmental Justice** **Traffic and Circulation** **Public Services** **Recreation** **Cumulative**	▪ Analyze aesthetic impacts resulting from urban design of stations ▪ Analyze aesthetic impact resulting from various vertical alignment scenarios (specifically elevated tracks) ▪ Analyze air quality impacts ▪ Analyze impacts to biological resources including heritage trees, ▪ Analyze potential for community separation as a result of barriers and walls ▪ Analyze potential impacts to cultural and historic resources ▪ Analyze noise impacts resulting from construction and operation ▪ Analyze potential access restrictions to parks and open space ▪ Analyze impacts to recreation opportunities along ROW ▪ Analyze safety issues to local schools along tracks ▪ Analyze traffic and circulation impacts ▪ Evaluate impacts to bike routes and alternative transportation routes near ROW ▪ Evaluate construction impacts ▪ Analyze community impacts ▪ Analyze cumulative impacts	3.0 - Affected Environment, Environmental Consequences, and Mitigation Strategies 3.1 - Transportation 3.2 - Air Quality 3.3 - Noise and Vibration 3.6 - Biological Resources and Wetlands 3.10 - Safety and Security 3.11 - Socioeconomics, Communities and Environmental Justice 3.15 - Aesthetics and Visual Quality 3.16 - Cultural Resources 3.17 - Cumulative analysis 3.18 - Construction Impacts 4.0 - Section 4(f) and Section 6(f) Evaluations
Topic 2: Alignment and Station Alternatives		
Alternative Route **Vertical Alignment** **Elevated** **Tunnel** **Trench**	▪ Evaluate alternative routes through Altamont Pass ▪ Evaluate alternative route along U.S.-101 ▪ Evaluate alternative route along I-280 ▪ Evaluate alternative routes not located along peninsula ▪ Evaluate elevated, tunneled or trenched tracks ▪ Consider tunneling or trenching in residential areas including but not limited to, Palo Alto, Redwood city, Menlo Park and Atherton	2.0 - Alternatives
Topic 3: Connectivity and Coordination with other transportation Facilities		
Compatibility with other rail **Freight Services** **Government Oversight** **Shared Station Access**	▪ HST should be compatible with other types of trains, including freight rail ▪ Freight operations rely on Caltrain corridor to access the port ▪ Additional government oversight and coordination should occur ▪ Station locations should promote accessibility to various rail system	2.0 - Alternatives

Table 3.2: Summary of Verbal Public Scoping Comments

TOPIC	COMMENT SUMMARY	RELEVANT EIR/EIS SECTIONS
Topic 5: Project Funding and Cost		
Construction Cost **Social Costs** **Economic Community Costs**	▪ Concerned with overall cost of construction HST system ▪ Concerned with monetary and social costs as a result of property acquisitions and construction ▪ Costs of HST outweigh benefits when community impacts are factored in	2.0 - Alternatives 3.11 - Socioeconomics, Communities and Environmental Justice
Topic 6: Land Use and Property Acquisition		
Acquiring ROW **Local Businesses** **Eminent Domain** **Property Values**	▪ Reduced access to local businesses will result in impacts ▪ Property values will be diminished ▪ Extent of property acquisitions along corridor is a concern ▪ Eminent domain will likely be invoked	3.11- Socioeconomics, Communities and Environmental Justice
Topic 7: Public Outreach		
Transparency **Additional meetings renderings**	▪ Public outreach should be continued throughout planning process ▪ Promote transparency ▪ Intentions of Proposition 1A was misleading ▪ Early public outreach with poor ▪ Provide renderings of grade separations and vertical alignment options	2.0 - Alternatives 3.15 - Aesthetics and Visual Quality See also California High-Speed Train Coordination Plan – San Francisco to San Jose Section
Topic 8: Support for Project		
Support	▪ Support for HST project	N/A
Topic 9: Opposition for Project		
Opposed	▪ Oppose HST ▪ HST not necessary along Peninsula due to presence of baby bullet ▪ Costs outweigh benefits ▪ Opposition due to location along peninsula	N/A

4.0 NEXT STEPS IN THE EIR/EIS PROCESS

The information obtained during scoping from public agencies, organizations, and individuals will be used in the subsequent phases of preparing the environmental documentation. Specifically, the Authority and FRA will:

- Review the suggestions for alternative alignments and station options – the Authority and the FRA will conduct an alternatives analysis to evaluate the list of alternatives that have been identified through scoping and determine which alternatives should be fully evaluated in the EIR/EIS. This effort will consider the Purpose and Need for the project, engineering feasibility, support of community land use plans and policies, and environmental considerations in determining the number of alternatives to be fully investigated in the EIR/EIS.
- Implement a comprehensive public involvement process – the Authority and the FRA are sensitive to the communities' desire for an open, transparent public process that allows for an increased level of sharing information and progress on the environmental documentation. Toward that end, the Authority and the FRA are preparing a Coordination Plan that will be used to identify junctures in the process when such information would be timely. As part of this plan, public agencies will be invited to a series of meetings to discuss interim engineering and environmental products.
- Refine project description – following the alternatives analysis, the Authority and the FRA will update the project description, identify design options, and begin to formulate more detailed engineering drawings that can be used for environmental analysis. The project description will describe the proposed route, the vertical profile (i.e., above grade, at grade, or below grade) alternatives, the operating plan (e.g., the hours of operations, the number of station stops, the frequency of service), the systems and facilities needed to support the HST (e.g., safety and security measures, communications, maintenance, electrical propulsion), and the techniques and length of time required to construct the HST system.
- Commence technical studies – the alternatives analysis and updated project description will define the focus of the environmental analyses. Technical studies that will encompass the physical and socioeconomic environment will be initiated to document the existing environmental setting and then assess how the alternatives would change this setting. Suggestions of the issues and topics to be evaluated that were received during the scoping process will be used in identifying the impacts of the project alternatives.

These tasks will occur during the coming year. It is expected that towards the end of 2010, a Draft EIR/EIS will be distributed to the public for review and comment. The Draft EIR/EIS will be a compilation of the technical studies, and will describe the environmental consequences if the HST project were to be approved but also the mitigation measures that could be taken to avoid or reduce significant impacts identified in the Draft EIR/EIS. Substantive comments on the Draft EIR/EIS will be responded to in a Final EIR/EIS. Authority and FRA approval of the Final EIR/EIS is anticipated by the end of 2011.

5.0 PREPARERS

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